

**Proposed Pedestrian Crossing
Study at Wagon Trail Road
City of Madison, Wisconsin**

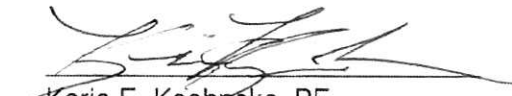
**Prepared For:
Wisconsin Southern Railroad, LLC**

**Prepared By:
Patrick Engineering Inc.
Project #21677.010**

April 15, 2016

I hereby certify that this Report was prepared by me or under my direct supervision, and I am a duly Licensed Professional Engineer in the State of Wisconsin.




Karie E. Koehnke, PE
Wisconsin License No. 44443-6



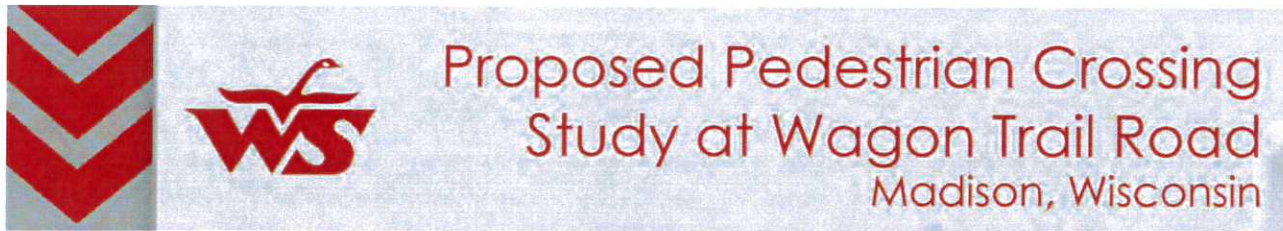
Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

TABLE OF CONTENTS

CONTENTS

Introduction and Purpose	4
FIGURE 1: GENERAL LOCATION MAP	4
Segment 4-6: Capital City Path from Vondron Road to Wagon Trail Road Description.....	5
Property Considerations and Timeline.....	6
Federal Transportations Alternatives (TAP) Funding	6
WDNR Glacial Drumlin Trail Description and Timeline.....	7
City of Madison Request for Proposed Bike/Pedestrian Crossing Location.....	7
Wagon Trail Road Existing Site Description	7
Railroad Site Description.....	8
FIGURE 2: EXISTING SITE CONDITIONS	9
Considerations for Proposed Crossing Relocation	10
Railroad Operations	10
Future Pending Railroad Siding Capacity Expansion	10
Wisconsin Department of Transportation (WisDOT) I-39/90 Overpass and Replacement	10
Site Distance Analysis.....	10
FIGURE 3: WSOR SIDING CONCEPT	11
Approaching Sight Distance.....	12
Clearing Sight Distance.....	12
FIGURE 4A/B: SITE DISTANCE ANALYSIS.....	13
Future Sight Distance Conditions.....	14
Noise Impact	14
Bicycle and Pedestrian Transportation Network	14
FIGURE 5: OVERVIEW EXHIBIT	15

Historical Precedent	16
Project Timeline Schedule Comparison	17
WSOR Alternate Locations For Crossing	17
Alternative 1: Grade Separated Underpass near Existing Culvert	17
FIGURE 6: ALTERNATIVE 1 GRADE SEPARATION	18
FIGURE 7: FEMA DRAINAGE MAP	19
Alternative 2: Underdahl Road	20
Alternative 3: Vondron Road	20
FIGURE 8: ALTERNATIVE 2 UNDERDAHL ROAD	21
FIGURE 9: ALTERNATIVE 3 VONDRON ROAD	22
Conclusions and Recommendations	23
Appendix 1 – Stakeholder Discussion Records	
Appendix 2 – Field Review Data	
Appendix 3 – Agreements	



INTRODUCTION AND PURPOSE

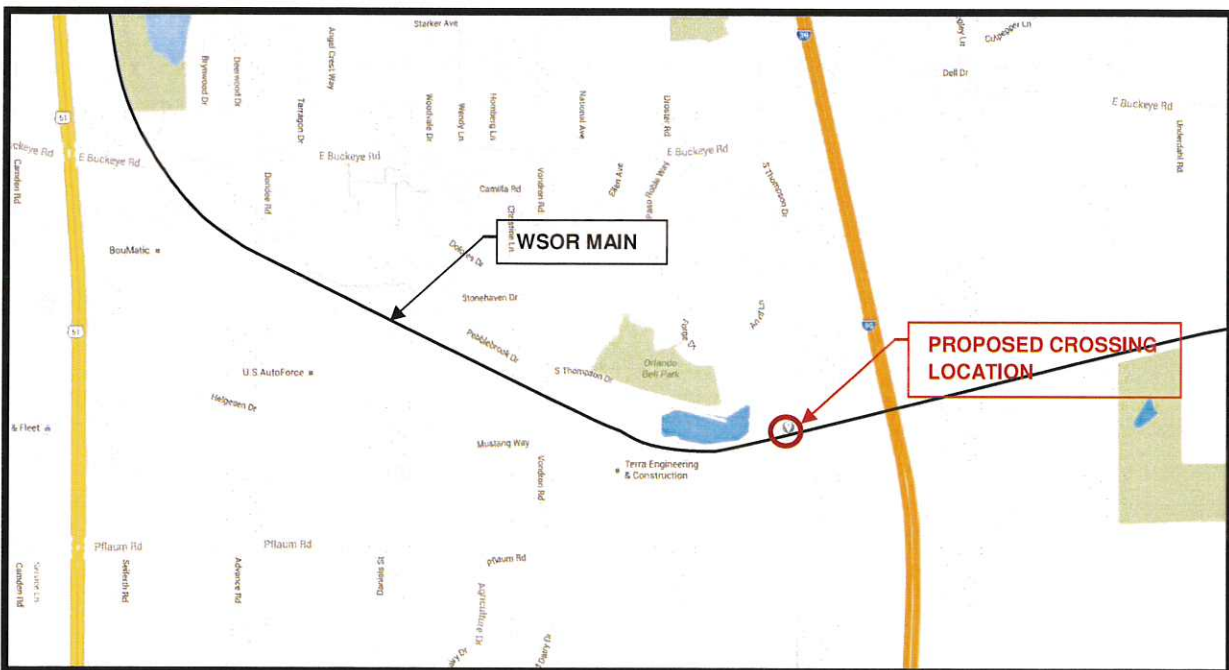
The City of Madison has petitioned the Office of the Commissioner of Railroads (OCR) for a new bike/pedestrian at-grade crossing along the existing WSOR Cottage Grove subdivision. In 2014, the City of Madison was awarded federal Transportation Alternatives Program (TAP) funds, administered by WisDOT, to construct a multi-use path from Vondron Road to east of I-39/90, a length of 4000 feet. The City of Madison is proposing to use a connection to Wagon Trail Road as the eastern terminus of Segment 4 for this project, due to project delays.

Order 9040-RX-952, dated October 25, 1991, approved an at-grade crossing (DOT No. 700517J) at the extension of Wagon Trail that was to serve a proposed residential development south of the railroad tracks. Time has lapsed and the development did not materialize; no crossing was installed and the land remains for agricultural use. WisDOT purchased the land and developed it into a wetland bank. The City is proposing to utilize this potential crossing location as a temporary terminus for the Capital City trail project until the Glacial Drumlin Trail is completed.

The Federal Railroad Administration states that the safest railroad crossing is the one that does not exist¹.

Patrick Engineering staff reviewed the proposed crossing petition in April 2016 on behalf of the Wisconsin Southern. This report summarizes the findings from the site reviews and data collection efforts. Additionally, three (3) alternatives to the proposed, new at-grade crossing at Wagon Trail Road are presented for consideration in this study.

FIGURE 1: GENERAL LOCATION MAP



¹ Federal Railroad Administration. 2015. Highway-Rail Grade Crossing Resource Guide.



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

CITY OF MADISON CAPITAL CITY PATH OVERVIEW

This section of the report will incorporate information about the proposed City of Madison proposed Capital City Bike/Pedestrian Path and plans for future growth and vision with information also provided by local stakeholders. Records of the discussion are referenced herein, also located in Appendix 1 of this report. A Wisconsin Department of Transportation representative (WisDOT) was contacted but not able to be reached for this report to be published for the OCR Hearing Docket timeline.

Segment 4-6: Capital City Path from Vondron Road to Wagon Trail Road Description

The Segment 4-6 project will construct the path from Vondron Road to just east of I-39/90. It will include an improved bicycle and pedestrian crossing of Vondron Road, a bridge over a small waterway and a path under the Interstate using the existing railroad bridge underpass. It will generally consist of a 10-foot wide asphalt paved path with 2-foot wide grass shoulders along the south side of the rail corridor. Retaining walls, concrete pavement and railings will be required under the Interstate, where the path will be located between the south bridge piers and the south abutment. When complete it will become part of a continuous 140-mile path across the State. Completion of this gap is the goal of a 1996 Memorandum of Agreement between the City of Madison, City of Fitchburg, Dane County and the Wisconsin Department of Natural Resources.² The City has submitted additional exhibits to the OCR for consideration which have been reviewed during this study.

The original project plan was to connect to a Wisconsin Department of Natural Resources (WDNR) trail project, but the WDNR extension of the Glacial Drumlin trail project has been delayed. The City of Madison is planning to apply and utilize federal Transportation Alternatives Program (TAP) funding for this final segment of the Capital City Path. The City notes Vondron road as the western terminus of the project. The plan is for this segment to eventually connect to the Glacial Drumlin Trail just east of the I-39/90 overpass. Because this is an overpass, there is no logical way for the trail to connect to the highway. The City needs to find another location until the Glacial Drumlin Trail is completed. The City is proposing that a proposed at-grade crossing at the end of Wagon Trail Road be utilized for the eastern terminus of the project.

The City of Madison has completed surveying and is proceeding with design of Segment 4. The current status of the City Path project is that the determination of an eastern terminus is required for the environmental documents. The City is working with the State and has petitioned for the OCR to approve an at-grade pedestrian crossing at Wagon Trail Road. This has become the critical path and without a connection, environmental documents cannot proceed.

The City has completed the design at a 60% plan level. The geometrics are completed and the intercepts, design issues and exceptions are done. The City is waiting upon the completion of the environmental documents and the Design Study Report (DSR) to begin the acquisition of property. The State Facilities Development Manual dictates the process in which the projects will proceed. The City stated that they are ready to move forward to acquire property once the environmental documents are approved.

² City of Madison. March 24, 2016. <https://www.cityofmadison.com/engineering/projects/capital-city-path-segment-4-6-vondron-road-to-i-39-90>



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

The City stated that a conceptual review was performed for a potential high level, conceptual grade separation at the railroad's old bridge/culvert located just west of Wagon Trail Road, very briefly. If such an alternate was feasible, it would be a very attractive option to the City. The City performed basic analysis of the existing culvert's invert and noted it was approximately 7-feet from existing Top of Rail to Invert, which would leave a 5-foot opening for a grade separation at its current state. No other work was performed for this option. No other alternates to the Wagon Trail Road connection were reviewed; the Trail was once considered to go north of the existing tracks and therefore would not need a crossing but was not pursued further due to wetlands, the pond, and houses.

Property Considerations and Timeline

The City is ready to start the property acquisition process. Property is needed along Terra Engineering and Construction's (Terra) property line. Terra has been located at its present address for over 40 years. The City of Madison is proposing to route the City Path Trail Segment 4 through the north side of Terra's property, impacting the land Terra owns. The property impacts for this project will be more than easements on Terra's property. The City/State will need to acquire an additional 20-feet of land from Terra along the railroad right-of-way for the trail project. Terra will incur a hardship with the property being acquired because the 20-foot take on the north side of the property will impact the existing 30-foot gated entrance. If Terra no longer has the 20-foot wide strip, the gated area on the north will become a very narrow corridor forcing Terra to find another way to route trucks/equipment/trailers in their property. Terra also has staging areas along the north side of the property which will become too small an area to stage the materials currently stored there. The staging areas will also likely have to be relocated. Terra will find the new layout of the north side of their property very difficult to utilize for their business.

Additionally, Terra is concerned about the exposure of the Trail being located along their property with regards to vandalism. About five (5) years ago, vandals caused around \$80,000 of damage in 2 weeks. Terra had to get the police involved and ended up fencing the entire property to avoid future issues. Terra has also invested in a camera security system.

For these reasons listed above, Terra is opposed to the trail being located on the south side of the WSOR tracks as it impacts their existing property and business operations. Terra is opposing the property acquisition. Therefore, if the Trail design remains on the south side of the tracks, the City/State will need to obtain the property through Eminent Domain. The process of Eminent Domain can take 1½ to 2 years.

In addition, placing the path along the south side of the tracks will disconnect this parcel from any future railroad service.

Federal Transportations Alternatives (TAP) Funding

The TAP Grant funding is competitive and awarded based upon the project's qualifications. If the project is to be federally funded, the project must have a logical terminus. The federal funding will not cover any project that is a project to nowhere, i.e. ends in a location for a future connection that has no build date. The project must either connect to another project or have a logical terminus.

The TAP Grant funding has been awarded already for this project. The funding is a reimbursement upon construction completion. This particular funding will be an 80/20 split, if Madison puts forth 20%, the federal funding will cover 80% up to \$715,000. In order to obtain this funding, the City must at least start construction of the project by 2018 year's end.



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

WDNR Glacial Drumlin Trail Description and Timeline

Currently, the Glacial Drumlin Path ends at County Road N in Cottage Grove, which is on the order of 4-5 miles east of where the City Path termination is planned. Dane County Parks does not anticipate that any new railroad crossings will be needed; the project is envisioned to use the existing Underdahl Road crossing and Vilas Hope Road crossing to cross the tracks. The exact number and location of railroad crossings will not be known until the Environmental Process, Final Design and Plans, Specifications and Estimates (PS&E) have been completed. Chris James, a representative of Dane County Parks, stated that the WDNR has purchased all of the land required to complete the path project. Additional lands may be deemed necessary to construct the trail, pending recommendations of the Environmental Process, Final Design and PS&E.

The current status of the Glacial Drumlin Trail extension is at concept completion, with the RFP being prepared for preparation of PS&E to be released in 1-2 months, and Notice to Proceed issued to the selected Consultant by August of 2016. The RFP will be issued by Dane County Parks department. No final engineering work has been completed for the Glacial Drumlin path extension project at this time. Realistically, the design will take 1-1½ years to complete. No funding has been pursued for this project or been made available for this project yet. Dane County Parks are assuming that the funding will be a combination of county and state funds; at this time the federal funding is not anticipated, but may be pursued if sufficient County and/or State funds are not available. Assuming that funding is present, construction is anticipated to begin Fall of 2018, and must be completed by July 1, 2021 to avoid having to repay Federal design funds spent back to FHWA.

CITY OF MADISON REQUEST FOR PROPOSED BIKE/PEDESTRIAN CROSSING LOCATION

Wagon Trail Road Existing Site Description

Wagon Trail Road is located in the southeast corner of the East Buckeye neighborhood subdivision. It connects Oxbow Bend at the west to South Thompson Drive, a major subdivision connecting road with a posted speed limit of 25 mph, which is also a bus route. Wagon Trail Road is a two-lane, two way street, tree lined with concrete sidewalks on both sides of the street. Wagon Trail Road does not have a posted speed limit, but unposted speeds in residential areas can be assumed at 25 mph. There are no pavement markings on Wagon Trail Road.

The area around the Wagon Trail Road proposed crossing is a varied residential, commercial and rural area, and the proposed crossing location is surrounded by a mix of residences and commercial and rural with industrial businesses located along the subdivision to the east. North of the proposed crossing location are mature neighborhoods, and it is unlikely that they will be redeveloped unless the neighborhoods are removed. South of the proposed crossing location are public lands that were purchased by WisDOT for the purposes of wetland mitigation and banking, and therefore will never be developed. While these lands are publicly owned, they are not marked or advertised as a formal local or state park. There is no legal public access from north to south to carry traffic from the neighborhood at the north to the farmland at the south.

As seen in Figure 2, Wagon Trail Road terminates on the north side of the WSOR Cottage Grove Subdivision at approximate MP 75.71. The Wagon Trail Road terminus is not open to the public, clearly



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

marked and blocked off with barricades and a chain gate, as seen in the photo logs in Appendix 2. While the City has listed a gravel crossing surface in the OCR petition, an engineered crossing surface at this location does not exist; it is merely ballast that was spread onto the tracks from a previous track project.

The crossing is listed in the FRA database as private crossing DOT #177336M, but according to the WSOR, the crossing is not legal and is therefore subject to closure at any time. The DOT Inventory form lists the WSOR as the crossing owner, which means the WSOR has exclusive crossing rights at this location. This location is seldom used by the Railroad and the Railroad would not object to removing the crossing.

The City of Madison secured a permitted utility crossing when purchasing the property to the south which provides an easement for the City should an emergency occur in which the City would need to perform repairs to any of the utilities crossing the Railroad right-of-way. The Railroad allows the City to access the lands south of Wagon Trail Road via the dead end in the event of an emergency, an event that has occurred at most once per year in the past.

Railroad Site Description

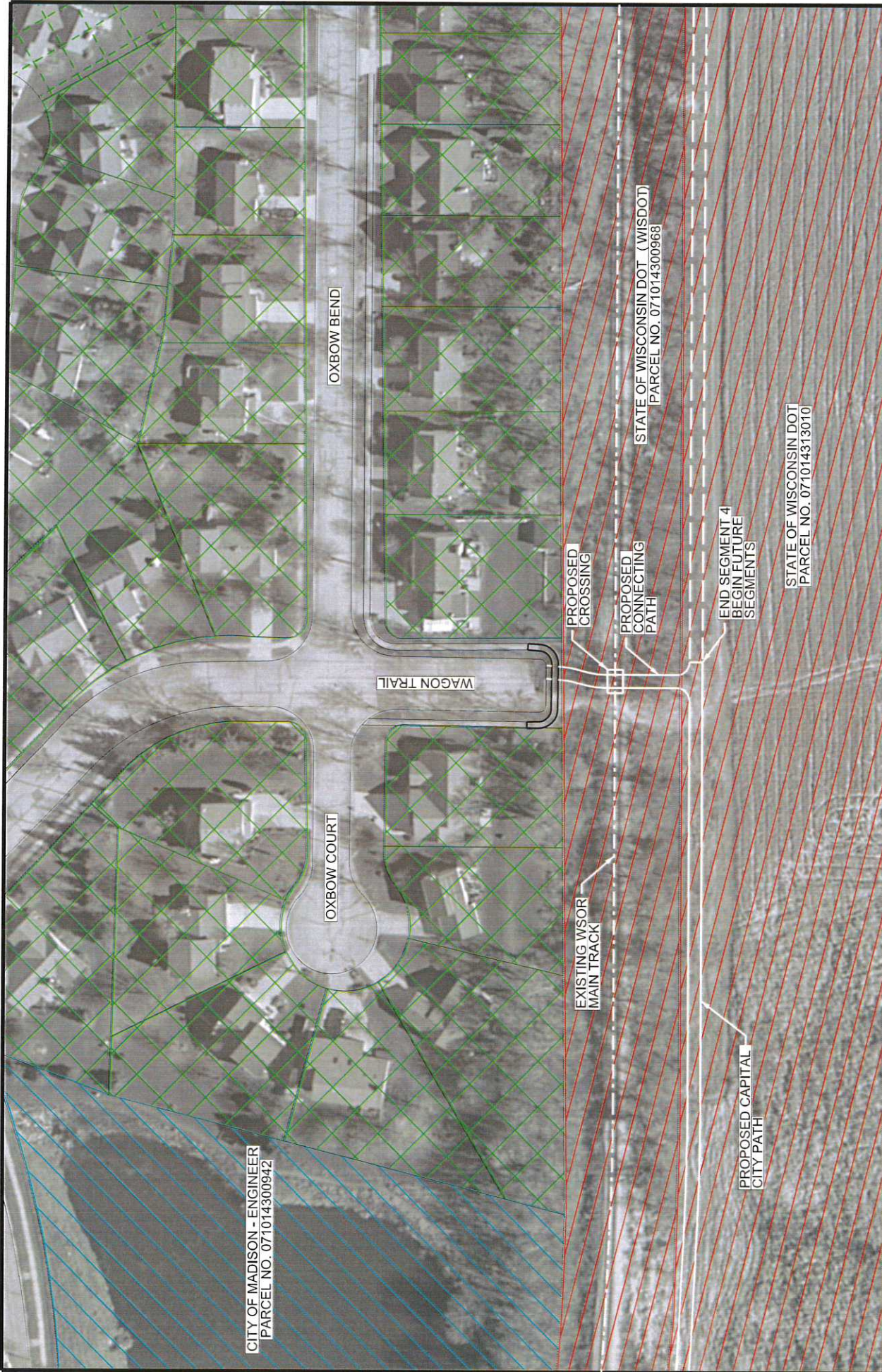
The WSOR Cottage Grove subdivision consists of one mainline track that runs east-west through the very east portion of the Madison City limits, with the trail location of interest being bounded by the I-39/90 corridor to the east and Vondron Road to the west. The location where Wagon Trail Road terminates is just north of the tracks along a tangent portion of track. However, there is a 2°35'0" curve just to the west of the proposed crossing location that restricts sight vision.

Where Wagon Trail Road terminates is within 2-3 feet of the railroad track elevation being relatively level, but throughout the proposed 4000 feet of trail length, the majority of the track is in a fill. This means that the top of rail is higher than the surrounding ground, and there would need to be an approach grade at the south for the Wagon Trail Road bike/pedestrian crossing.

According to Mr. Roger Schaalma from the WSOR, the railroad currently operates approximately 6-10 trains per week (not including special deliveries) over this crossing, servicing grain and chemical industry facilities mainly to the east of the subject location. The current maximum timetable speed for through trains on this section of the Cottage Grove Subdivision is 10 miles per hour; however, Mr. Schaalma indicated that there is a pending Freight Railroad Preservation Program (FRPP) application in to upgrade the existing track to Class II track which would allow an increase of speed to 25 mph. Because this application is pending, for the purposes of this study, a design speed to 25 mph will be used. It should also be noted that the goal of the State DOT is to upgrade 95% of its trackage to Class II Standards.

Also, just to the west of the proposed at-grade crossing location is a newly replaced culvert. This culvert was previously a timber bridge that ultimately needed to be replaced for structural reasons. The railroad recently replaced the bridge with a 36" corrugated metal pipe culvert. The area is historically dry and the railroad has never noted the culvert to have flowing water.

Additional field investigation information can be found in the Appendix 2 of this report.



CITY OF MADISON - ENGINEER
PARCEL NO. 071014300942

EXISTING WSOR MAIN TRACK

PROPOSED CROSSING

PROPOSED CONNECTING PATH

STATE OF WISCONSIN DOT (WISDOT)
PARCEL NO. 071014300968

STATE OF WISCONSIN DOT
PARCEL NO. 071014313010

END SEGMENT 4
BEGIN FUTURE
SEGMENTS

PROPOSED CAPITAL CITY PATH

EXISTING CONDITIONS & PROPERTY

DATE: 4/15/2016

PROJECT NO.: 21677.010

Designed By:	ALH
Drawn By:	ALH
Checked By:	KEK
Approved By:	SPH

CITY OF MADISON ENGINEER PROPERTY

RESIDENTIAL PROPERTY

WISDOT PROPERTY

PATRICK ENGINEERING

5315 Wall Street, Suite 200
Madison, Wisconsin 53718
TEL: 608.819.5490
FAX: 608.819.5491
www.patrickco.com

LEGEND

CITY OF MADISON ENGINEER PROPERTY

RESIDENTIAL PROPERTY

WISDOT PROPERTY

SCALE: 1" = 100'

0 25 50 100

FIGURE 2



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

CONSIDERATIONS FOR PROPOSED CROSSING RELOCATION

Railroad Operations

The Railroad primarily delivers and picks up rail shipments from the industries to the east of the proposed crossing location along the Cottage Grove Subdivision. The operation involves backing up to set cuts of cars into the industry tracks along the main. The engine is on the head of the train at the west in this maneuver, and does not require an additional engine on the back end (east side) of the train. This maneuver saves on time, reducing the time to deliver cars roughly by half for each delivery.

With this common industry practice, a train crew will utilize a crew member to ride on the back end of the last train car, with a handheld radio to assist with any emergency needs and also line the industry turnouts for the desired route. As the back end of the train would typically be moving from west to east through this proposed crossing, in the event of an emergency due to passengers riding across the crossing, the crew member would have to make a radio communication to have the train engineer stop the train. Due to the weight of the train and the time required for the air brake to apply once communication is received, the train may not realistically have enough time to stop to prevent a collision. Passive warning devices are proposed for this crossing. With no active signal devices, trail users will not be adequately warned that a train is approaching.

Future Pending Railroad Siding Capacity Expansion

WSOR has already put together a concept for a siding capacity expansion between Underdahl Road and Vondron Road, as shown in Figure 3. The Cottage Grove Subdivision track geometry and existing at-grade crossings limits the location for a new siding for the extra capacity needed for this line to this location. There are no other locations in the area that provide for the clear distance needed to stage cars without obstructing existing at-grade crossings along the line. Preventing the Railroad from utilizing this location for capacity expansion would be a hardship to the Railroad.

The addition of an at-grade crossing at Wagon Trail Road would eventually become temporarily blocked at times by the siding traffic. Trail users may be tempted to cut across the staged or slow moving cars to use the at-grade crossing while it is blocked, which would be a safety hazard. Also, providing the required 660' of minimum separation required at an at-grade crossing to stage cars over 10 minutes would restrict the railroad's operation and would take away from the capacity needed for this siding.

Wisconsin Department of Transportation (WisDOT) I-39/90 Overpass and Replacement

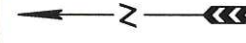
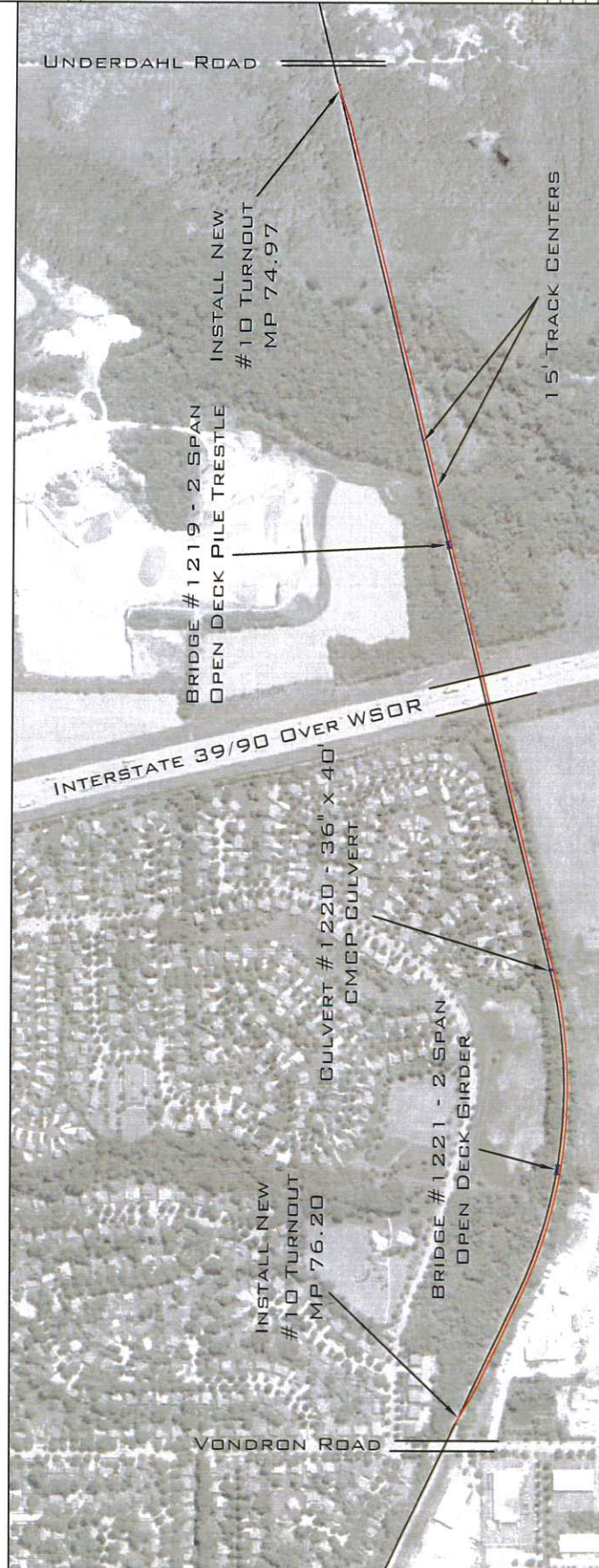
The Railroad has discussed the siding with WisDOT representatives and has confirmed there is adequate horizontal and vertical clearance to construct the siding track. The planned conceptual replacement of the I-39/90 overpass has no definite project timeline advertised.

Site Distance Analysis

The Approaching Site Distance and Clearing site distance for the trail users has been analyzed and included below. Tree clearing will be necessary as part of the City Path project to provide additional sight distance.


NOTE:

- OVERHEAD INTERSTATE BRIDGES ARE PLANNED FOR REPAIR/REPLACEMENT WITH AN UPCOMING INTERSTATE PROJECT, WHILE MAINTAINING EXISTING HORIZONTAL AND VERTICAL CLEARANCES.



TOTAL LENGTH OF PROPOSED TRACK = 6,625'
CLEAR DISTANCE = 6,195'

FIGURE 3

SURVEY INFORMATION:		REVISED NOTES, REVISED #1220 (DULVERT)	
NO.	DATE:	BY:	DESCRIPTION:
1	1-7-16	BUM	
DATE: 10-16-14			
DESIGNED BY: BUM			
CHECKED BY: BUM			
SURVEY BY:			
WISCONSIN SOUTHERN RAILROAD LLC			
			
PRELIMINARY LAYOUT VONDORON SIDING COTTAGE GROVE SUBDIVISION MP 74.97 TO MP 76.20 REVISION: 1 SHEET 1 OF 1 WSDR-PRELIM-CGT-VONDORON			



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

The City Path will eventually connect into a regional connected pathway/trail system. It is anticipated that the trail will be multi-use and include both pedestrian and bicycle traffic. The path is considered non-commuter/recreational, and therefore it can be assumed that a mix of casual and experienced users would be on the path at any given time. The AASHTO 'Green Book' states that pedestrians travel 2.5' to 6.0'/second.³ The AASHTO Bicycle Facilities Guide gives parameters for bicycle design speeds. Experienced/confident riders will ride at speeds up to 25 mph on level grades and casual/less confident riders ride at general top speeds of 12 mph.⁴ Patrick does not have any design plans for the trail; the proposed terrain for the trail is assumed to be at relatively level grades with minor changes in elevation (up to 5% grades). Figures 4A/B, attached, show the various concept level sight distance analysis for the proposed crossing.

Approaching Sight Distance

The approaching sight distance is the distance needed by trail users to safely proceed through the grade crossing. In order to proceed safely across the crossing, a trail user would need to be able to see an approaching train from either the right or the left in sufficient time to stop safely a minimum of 12 feet from the nearest rail, according to the Manual on Uniform Traffic Control Devices (MUTCD).⁵

Utilizing the Stopping Sight Distance Tables from Figure 5-6 in the AASHTO Bicycle Facilities Guide gives a needed SSD of a range from 175' to 225' for a maximum speed of 25 mph at a grade of 0% to 5%.

For a trail bike user traveling from north to south towards the Wagon Trail crossing at around 25 mph, with a SSD of 175 to 225 feet, there is not enough sight distance to see clearly down the tracks on either direction as it is inhibited by the residential properties. Passive warning devices would not be adequate for the projected sight distance as users would not be able to see down the tracks in enough time to stop safely.

Sight distance is also an issue for Trail users traveling along the Trail parallel to the tracks. While there is enough sight distance to see in front of the path in the direction of travel, the user is completely blind to the trains approaching as their backs are to the opposite direction for the majority of the time while using the path.

The AASHTO Bicycle Facilities Guide also notes on Page 5-8 that Bicyclists traveling on sidepaths are apt to cross intersections and driveways at unexpected speeds (i.e. speeds that are significantly faster than pedestrian speeds). This may increase the likelihood of crashes, especially where sight distance is limited.⁴

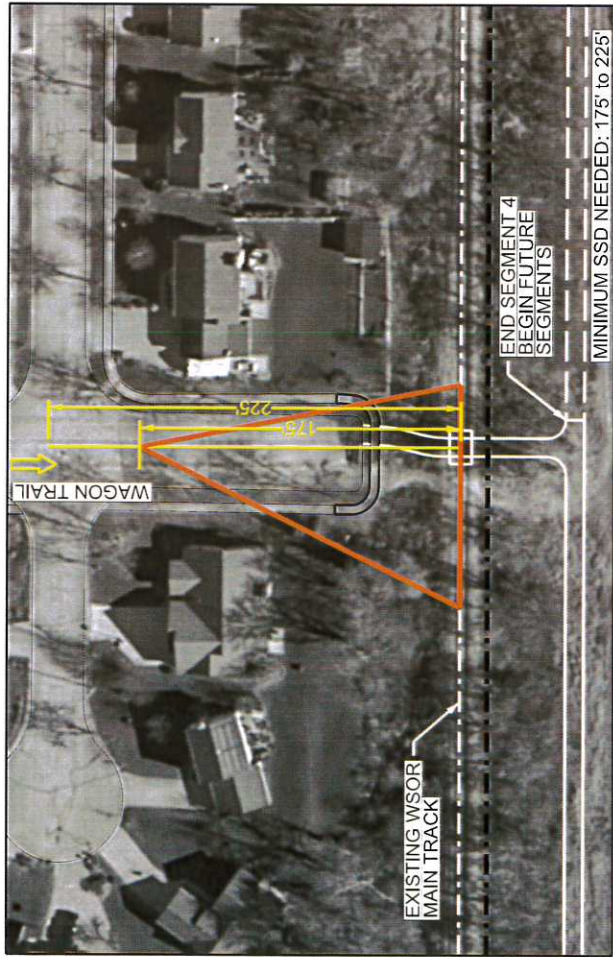
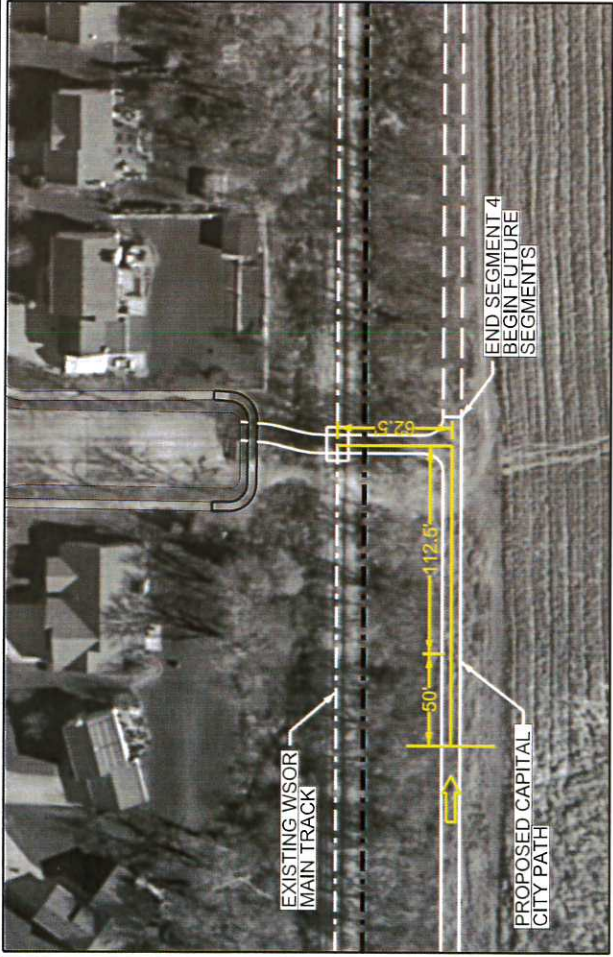
Clearing Sight Distance

The clearing sight distance is the distance needed by bike users and pedestrians, who are stopped short of the nearest rail, to determine if sufficient time exists for moving safely across the track. Trail users

³ AASHTO. 2004. A Policy on Geometric Design of Highways and Streets, Fifth Edition.

⁴ AASHTO. 2012. Guide for the Development of Bicycle Facilities, Fourth Edition.

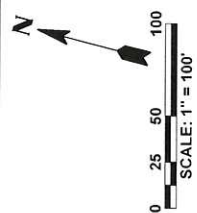
⁵ US Department of Transportation, FHWA. 2009. Manual on Uniform Traffic Control Devices, Rev 2.



CAPITAL CITY PATH SEGMENTS 4-6 MADISON, DANE COUNTY, WISCONSIN	Project No.: 21677.010		Date: 4/15/2016
	Designed By:	KEK	FIGURE 4A
	Drawn By:	KEK	
	Checked By:	KEK	
	Approved By:	SPH	
SITE DISTANCE ANALYSIS			

PATRICK
ENGINEERING

5315 Wall Street, Suite 200
Tradition, Wisconsin 53718
TEL: 608-835-5400
FAX: 608-835-5451
www.patrickco.com





Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

must be able to see far enough down the track to make this determination. In the current track configuration, users would watch as the train was moved and would be able to safely cross the tracks. However, if operations are ongoing and the train is not moving while hooking onto cars, trail users may be tempted to cross the tracks within unsafe distances from the end of a train creating an unsafe condition.

Future Sight Distance Conditions

As seen in Figure 4B, when the siding is built the sight distance will be marginally restricted at times by the presence of cars staged on the siding track. Even there will be an adequate opening required, the trail user may think that the Main is clear when in fact a train may be traveling along the Main. If the trail user does not stop to check to see if there is a train, crossing at-grade in this condition is marginal and could result in an unsafe condition.

Noise Impact

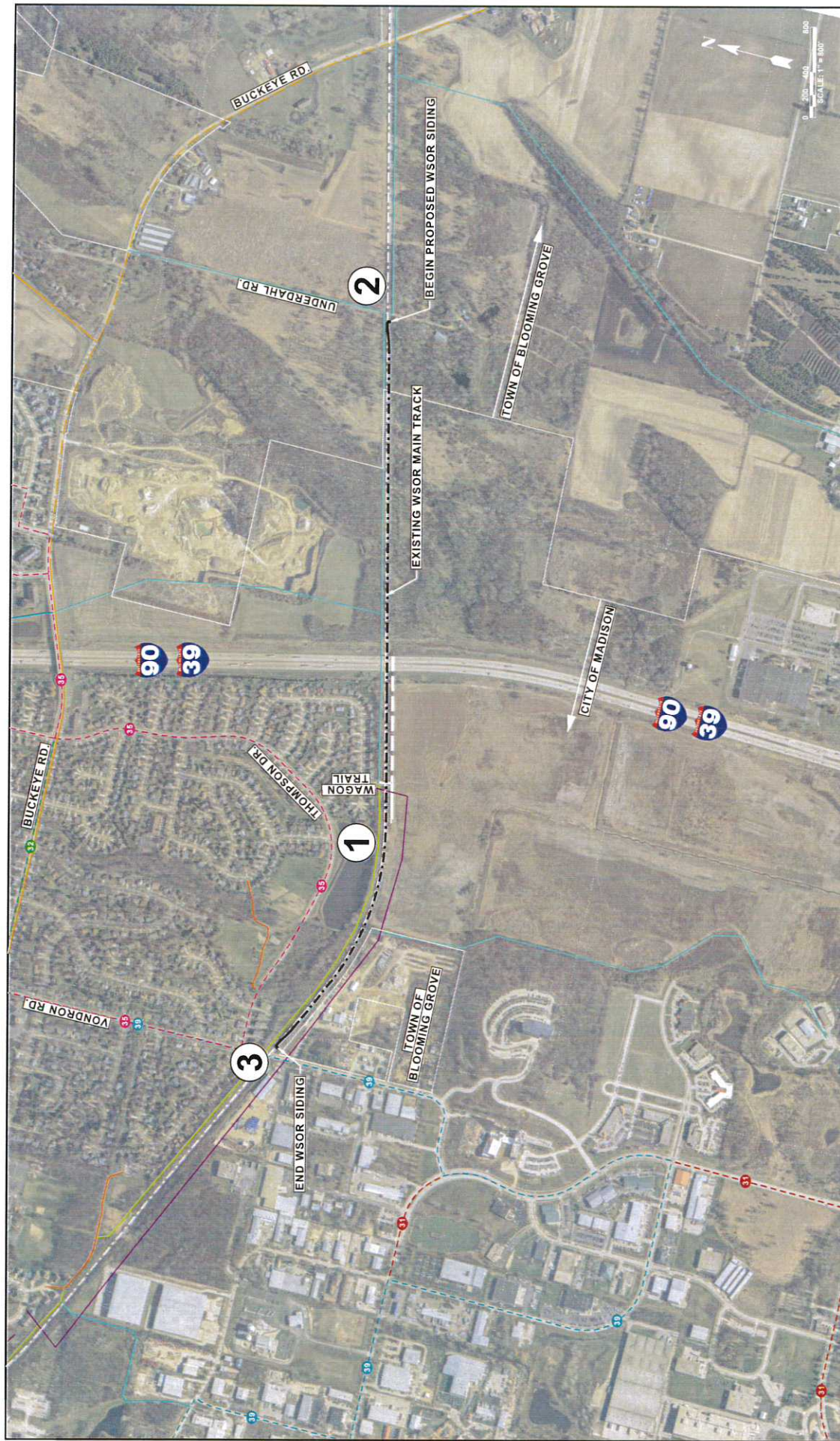
The addition of a crossing will have a noise impact on the surrounding neighborhood. If Wagon Trail Road is extended for an additional crossing, train horns will now be required to sound due to FRA regulations.⁶ The neighborhood has not been exposed to a train horn before at this location, and will likely object to the new train horn noise at this crossing. The City of Madison has considered quiet zone improvements as very important initiatives for the past few years and has been making great efforts to implement improvements with a yearly budget on the order of \$1,000,000.00 to stage the completion of quiet zones all over the City. With the proximity of the crossing location to the local residents, and the Railroad's night time operations, it is likely that the residents will find this condition objectionable and petition the City for quiet zone status at the new crossing. If the City were to pursue a quiet zone at this location, Flashing Lights & Gates, Constant Warning Time, and safety improvements would be required. The significant costs that would need to be spent on this type of upgrade, which would likely be considered immediately if the crossing was installed, could rather be spent on one of the alternatives listed in this report.

Bicycle and Pedestrian Transportation Network

The City of Madison has a vast transportation network that interconnects pedestrian, bicycle, bus, and vehicle modes of traffic. Figure 5 shows the existing modes of transportation and the possible future planned concept expansions to the network. The three (3) alternatives discussed in this report are connected to one or more of the routes existing or possible planned concept for multi-modal transportation.

Patrick performed research to look at the City's Master Plan for Trails and Bike Paths, with one source being the City's GIS database. Patrick inquired about the "planned conceptual" alignments shown on the website. Some of the alignments are considered very recent. The alignments shown on the GIS database are usually taken from the Metropolitan Planning Organization (MPO) and are a very high level mapping of possible future locations for bike paths/trails for the greater metropolitan area. The City has not completed any study or endorsed any locations of these alignments. The alignments are considered an envisioning of where potential trails/paths could go at a bird's eye level. The bike path noted to go along Underdahl Road is outside of the City's limits.

⁶ Federal Railroad Administration. 2016. <http://www.fra.dot.gov/Page/P0889>



5315 West Street, Suite 200
 Madison, WI 53719
 TEL: 608.810.5490
 FAX: 608.810.5491
 www.patrickeng.com

WS
 WISCONSIN
 STATE
 TRANSPORTATION
 DEPARTMENT

LEGEND
 BIKE PATH - EXISTING PAVED (GR)
 BIKE LANE - EXISTING (GR)
 BIKE SHOULDER - EXISTING PAVED (GR)
 BIKE PATH - PROPOSED (GR)
 BIKE PATH - PROPOSED (GR)
 BIKE PATH - TP FIELDS (GR)
 BIKE PATH - DESIGN (GR)
 BIKE PATH - ALTERNATIVE DESIGN (GR)

MADISON BUS ROUTE 31 (GR)
 MADISON BUS ROUTE 32 (GR)
 MADISON BUS ROUTE 35 (GR)
 MADISON BUS ROUTE 39 (GR)
 WAGON TRAIL (GR)
 WSOR PROPOSED SIDING

END WSOR SIDING
 TOWN OF BLOOMING GROVE
 TOWN OF MADISON
 BEGIN PROPOSED WSOR SIDING
 EXISTING WSOR MAIN TRACK

BUCKEYE RD
 UNDERDAHL RD
 THOMPSON DR
 WAGON TRAIL
 VONDRAON RD

90
 39

1
 2
 3

0 200 400 800
 SCALE: 1" = 800'

Date: 4/15/2016
 Project No: 21677010
 Design By: ALH
 Drawn By: ALH
 Checked By: KEC
 Approved By: SPH

CAPITAL CITY PATH SEGMENTS 4-6
 MADISON, DANE COUNTY, WISCONSIN
 OVERVIEW MAP WITH TRANSPORTATION
 NETWORK AND ALTERNATIVES

FIGURE 5



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

Historical Precedent

Below are some references to pertinent published materials by local and federal agencies that discuss the concerns and issues currently happening in the United States but also Wisconsin in regards to pedestrian crossings:

1. The Wisconsin Railroad Association (WRA) that works aggressively each year to reduce incidents/injuries at at-grade pedestrian crossings. The organization has drafted an Oppose Trespass Bill for LRB 2303/1. The opposition letter states that deaths to pedestrians crossing the railroad tracks continues to be a growing problem in Wisconsin and across the nation. Last year alone, death from pedestrian trespassing on railroad tracks rose 21.8% across the U.S., its highest level in the last decade according to the Federal Railroad Administration (FRA.) Pedestrian deaths rose at an even faster rate in Wisconsin.⁷
2. Also, the State of Wisconsin has recently partnered with local agencies, FRA and Homeland Security to raise awareness about trespass and crossing dangers. These safety efforts are in response to the rise in pedestrian deaths on railroads in Wisconsin.⁶
3. On March 17, 2016, FRA rolled out their New Railroad Crossing and Trespassing Website to Increase Rail Safety. FRA notes the following statistics on their website⁸:
 - A. 96% of all rail-related fatalities and injuries occur at railroad crossings or due to trespassing. Sadly, almost all of these deaths and injuries are preventable.
 - B. Trespassing along railroad rights-of-way is the leading cause of rail-related deaths in America. Nationally, more than 400 trespass fatalities occur each year, the vast majority of which are preventable.
 - C. Railroad crossing incidents are the second leading cause of rail-related deaths in America.
 - D. With the assistance of FRA's programs, the number of fatalities has been reduced by 54% over the last two decades. FRA's Railroad Crossing Safety and Trespasser Prevention Division remains committed to continuing this trend.
4. The WisDOT press release dated June 2015 highlighted that there are 4,500 at-grade railroad crossings throughout the state. Recently the state and the governing bodies are emphasizing that the goal is to make sure that each and every crossing is as safe as it can possibly be. This is achieved through a combination of engineering, enforcement and education. Last year, there

⁷ Peter Kammer, Representative of the Wisconsin Railroad Association (WRA). February 4, 2016. Letter to Oppose Bill LRB 2303/1.

⁸ Federal Railroad Administration (FRA). <http://www.fra.dot.gov/Page/P0841>



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

were seven pedestrian/trespasser incidents that resulted in four fatalities; two people were injured.⁹

In order to prevent these incidents from occurring, the conditions for fostering these incidents must be removed as much as possible. The WSOR is interested in finding a solution that would provide an alternative to crossing the railroad that will be a safer, long term solution for future growth.

Project Timeline Schedule Comparison

The City Path Trail project timelines provided by the City may be extended considerably for the property acquisition process of Eminent Domain. If the project schedule is extended far enough out, the Glacial Drumlin Trail may become an acceptable termination point for the City Path project.

WSOR ALTERNATE LOCATIONS FOR CROSSING

The purpose of this study is to review the proposed location at Wagon Trail Road as well as locate any potential options for a safer alternative for crossing the tracks. Three (3) alternatives were identified and reviewed at a high level. The analysis for each alternative is completed below.

Alternative 1: Grade Separated Underpass near Existing Culvert

Alternative 1 proposes to utilize the location near the existing 36" culvert for a pedestrian tunnel/underpass. The City has expressed that an underpass option would be desirable.

The existing culvert was recently installed to replace an old timber bridge for structural reasons. No analysis of the culvert or bridge opening was completed. This area is historically dry, and railroad representatives have never seen the culvert serving as an outlet for water. It appears that the area's drainage has changed considerably over the course of the last 30 years. Historical maps were studied, and the culvert outlet may no longer be required. A very large pond was built with the subdivision in the early 1990's which now draws and stores runoff for the general area. This pond drains through a waterway opening at the southwest of the pond location. The City is planning to build a bridge over this waterway location for the Trail project. The pond overflows at this southwest location to the south towards the Pennito Creek flood area. The existing culvert is not located in a flood way or flood plain. The culvert is in Flood Zone X, which has a 0.2% chance of flooding. See Figure 8 for additional reference information.

After a high level review of the area, it is possible that this existing 36" culvert invert elevation may be lowered to accommodate a grade separation for pedestrian tunnel/underpass. The Railroad also has some flexibility with the existing main track elevation and may be able to nominally raise the track to increase the amount of head room. It is recommended that the City perform a study of this area to analyze if the culvert is needed and if it is, if the culvert invert may be lowered. If the culvert is needed to provide for an outlet for the pond in the rare event of a flood, since the Trail would also be likely flooded over as well, it may be acceptable to close temporarily close the pedestrian underpass.

⁹ Wisconsin Department of Transportation. 06/01/2015. Urban Milwaukee.
<http://urbanmilwaukee.com/pressrelease/spotlight-shines-on-importance-of-rail-safety-with-wisconsin-rail-safety-week/>



LEGEND

- RAIL PATH - DESIGN
- - - RAIL PATH - ALTERNATIVE DESIGN
- - - RAIL PATH - ALTERNATIVE DESIGN - FUTURE
- - - WSOR EXISTING TRACK
- - - WSOR PROPOSED SIDING
- - - MADISON BUS ROUTE 35 (CS)

0 25 50 100
SCALE: 1" = 100'

WS

PATRICK ENGINEERING

3115 West Street, Suite 200
Madison, WI 53716
TEL: 608.819.5400
FAX: 608.819.5401
www.patrickeng.com

PROJECT: CAPITAL CITY PATH SEGMENTS 4-6
MADISON, DANE COUNTY, WISCONSIN

DATE: 4/15/2016

PROJECT NO.: 21677.010

DESIGNED BY: ALH

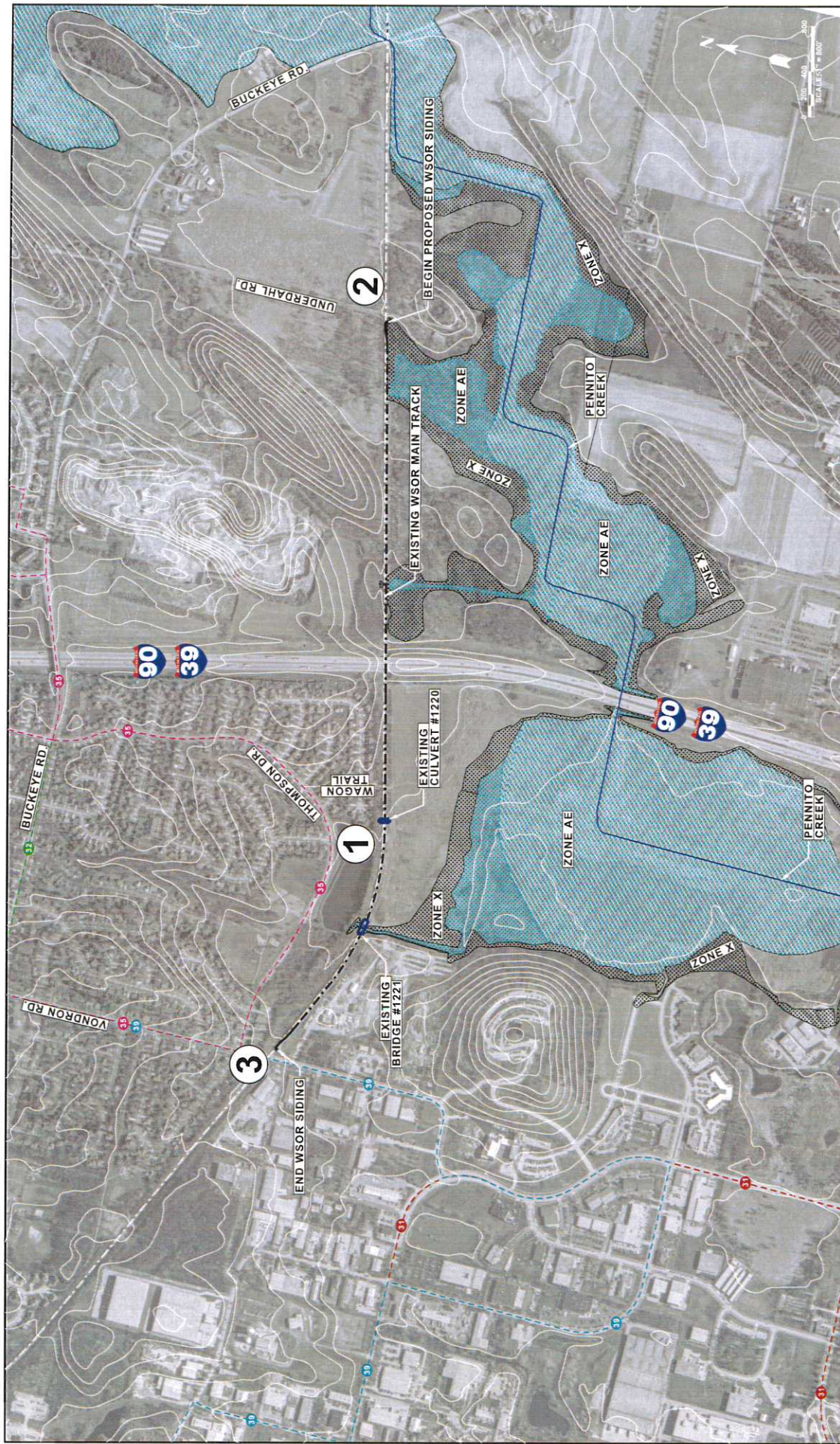
DRAWN BY: ALH

CHECKED BY: KEC

APPROVED BY: SPH

FIGURE 6

ALTERNATIVE 1:
CULVERT #1220



LEGEND FEMA ZONE X FEMA ZONE AE FLOODWAY AREAS IN ZONE AE	MADISON BUS ROUTE M1 (GRS) MADISON BUS ROUTE M2 (GRS) MADISON BUS ROUTE M3 (GRS) MADISON BUS ROUTE M4 (GRS) VESPA PHOTOGRAPHIC SETTINGS	 PATRICK ENGINEERING	3151 West Street, Suite 200 Madison, Wisconsin 53718 TEL: 608.810.5490 FAX: 608.810.5491 www.patrickco.com	Project: CAPITAL CITY PATH SEGMENTS 4-6 MADISON, DANE COUNTY, WISCONSIN	Project No: 21677.010 Date: 4/15/2018
				Sheet: 7 of 7 OVERVIEW MAP WITH FEMA FLOOD AREAS AND CONTOUR INFORMATION	Drawn By: ALH Check By: KEK Approved By: SPH

FIGURE 7



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

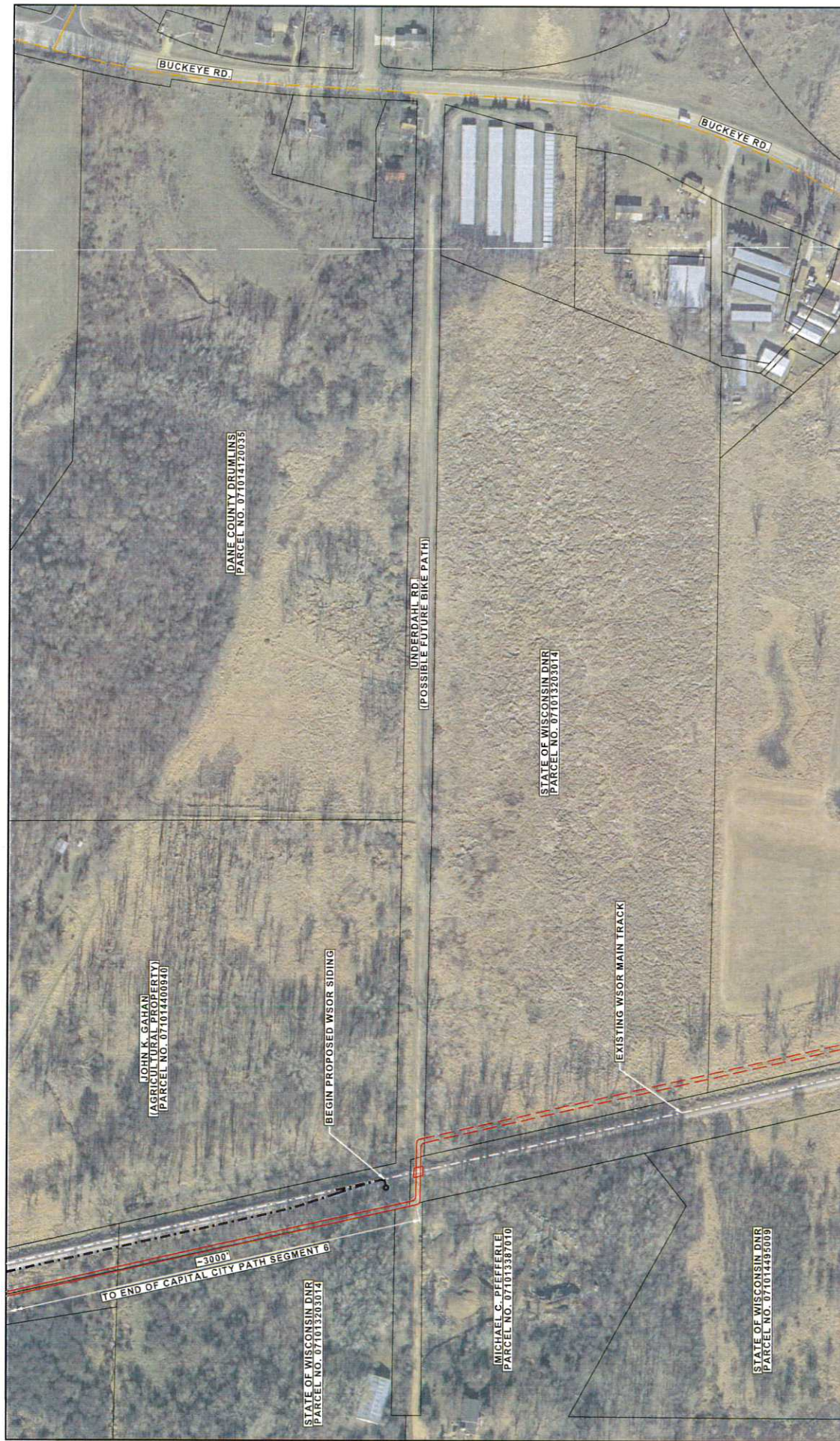
The advantage of utilizing the Alternative 1 this area for an underpass is to remove the at-grade crossing dangers for pedestrian safety. Another advantage of this option includes a connection path that extends to Thompson Drive, a major subdivision roadway which has a much larger exposure to neighborhood access, is located a nearby park with bike paths and is also a bus route.

Alternative 2: Underdahl Road

Underdahl Road is an existing, public at-grade railroad crossing already proposed to be included for the Glacial Drumlin Trail project. The City Path Trail project could be extended to include this location as the project eastern terminus. This crossing is an asphalt roadway surface, but the crossing is significantly humped. The crossing approaches would need to be raised to smooth out the elevation differences leading from the approach to the crossing surface. Additional crossing features would also likely need to be upgraded for the proposed City Path Trail project.

Alternative 3: Vondron Road

The Vondron Road crossing already exists and is utilized by the public. Consideration should be given to the City utilizing this crossing as the only location for crossing the railroad tracks as this location is present already for the public. This crossing location is also already planned for upgrade as part of the City Path Trail project. The roadway may potentially need to be widened for a bicycle lane. Another advantage is that this crossing already connects to other existing multi-modal transportation networks in the City.



LEGEND

- BIKE SHOULDER - EXISTING PAVED (OS)
- BIKE PATH - ALTERNATIVE DESIGN
- BIKE PATH - ALTERNATIVE DESIGN - FUTURE
- WSOR EXISTING TRACK
- WSOR PROPOSED SIDING

FIGURE 8

**ALTERNATIVE 2:
UNDERDAHL ROAD**

PROJECT: CAPITAL CITY PATH SEGMENTS 4-6
MADISON, DANE COUNTY, WISCONSIN

DATE: 4/15/2016

PROJECT NO.: 21672010

DESIGNED BY: ALH

DRAWN BY: ALH

CHECKED BY: KEC

APPROVED BY: SPH

CLIENT: STATE OF WISCONSIN DNR
505 WEST GATE STREET, SUITE 200
MADISON, WISCONSIN 53718
TEL: 608.812.5490
WWW.PATRICKCO.COM

PATRICK ENGINEERING

SCALE: 1" = 200'

0 50 100 200

N

WS



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

CONCLUSIONS AND RECOMMENDATIONS

Based on the investigative review and analysis, Patrick Engineering recommends that the OCR denies the request for a new crossing at Wagon Trail Road. Patrick Engineering recommends that the City Path proponents review other alternates for crossing to determine the safest course of action when crossing the railroad. The basis for this recommendation is the following:

1. If the City desires to complete this project on an independent timeline from the Glacial Drumlin Trail, it is necessary that the City review the alternatives discussed in this report. The Wagon Trail Road crossing option would be a public safety hazard and would prevent the Railroad from utilizing this unique segment of track along their subdivision for the purposes of a siding which is needed for the Railroad's operating capacity.
2. Each of the three (3) alternate locations for crossing referenced in this report is a proven safer alternative to the Proposed At-Grade Crossing at Wagon Trail Road. The City should review each alternate and any other potential alternates to identify the safest course of action for permanent crossing.
3. A temporary crossing location at Wagon Trail Road is not a recommended option and should not be considered. Starting a historical precedent of using a crossing, even temporary, at this location will encourage residents and trail users to trespass at this location after the crossing has been removed and will therefore be a lingering safety hazard.
4. Delays in property acquisition and construction for the City Path project should be accounted for; exact timelines are not calculated at this time. It is possible that the Glacial Drumlin Trail construction will be ongoing at the same time as the City Path Trail project, which could be considered an acceptable terminus for the City Path Trail funding.
5. The City should utilize the existing easement for emergency access as currently permitted and provided for the utility agreement (see Appendix 3). Additionally, we recommend that the City and WSOR execute a private crossing agreement which would make this access point legal for the City to maintain water and utilities. If the City desires additional access for regular maintenance, it should construct a roadway along the state owned property coming from the south, which is relatively flat in areas and a gravel roadway for maintenance could be constructed. In fact, this additional access could also serve as the future concept potential pedestrian trail identified by the MPO.



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

Appendix 1

Stakeholder Discussion Records



TELEPHONE CALL RECORD

Client Name: Wisconsin Southern Railroad Co. (WSOR)
Project Name: Study for Proposed Bike/Pedestrian Crossing
at Wagon Trail Road
Project Number: 21677.010

Telephone Record

Date: 04/12/2016

Time: 11:10 AM CDT

Attendees: Karie Koehneke

Contact: Anthony Fernandez

Representing: City of Madison

Title: City of Madison Engineer

Phone No.: (608) 338-4820

Email: tony.fernandez5@gmail.com

Subject: City Path Trail Details and Project Schedule

The following notes reflect our understanding of the discussions during the telephone conversation. If you have any questions or comments, please contact us. We will consider the record to be accurate unless written notice is received within 7 days of the date issued.

The Madison City Path project details and schedule were discussed to obtain background information on the project.

1. Patrick's role is to perform a study for the OCR hearing of behalf of the Wisconsin Southern (WSOR) to review the proposed crossing location and potentially determine any alternative locations for crossing the tracks.
2. Tony Fernandez is recently retired from the City of Madison, but is on retainer for the City to assist with this project.
3. The TAP Grant funding is competitive and awarded based upon the project's qualifications. If the project is to be federally funded, the project must have a logical terminus. The federal funding will not cover any project that is a project to nowhere, i.e. ends in a location for a future connection that has no build date. The project must either connect to another project or have a logical terminus.
4. The TAP Grant funding has been awarded already for this project. The funding is a reimbursement upon construction completion. This particular funding will be an 80/20 split, if Madison puts forth 20%, the federal funding will cover 80% up to \$715,000. In order to obtain this funding, the City must begin construction of the project by 2018 year's end. It may also be possible to receive an extension, but would ultimately depend upon the terms of the agreement which is not known at this time.
5. The City notes Vondron road as the western terminus of the project. The City eventually plans to build out to the eastern right-of-way line at the I-39/90 overpass. Because this is an overpass, there is no logical way for the trail to connect to the highway. The City needed to find another location until the Glacial Drumlin Trail is completed. The City is proposing that a proposed crossing at the end of Wagon Trail Road be utilized for the eastern terminus of the project.
6. The current status of the City Path project is that the determination of an eastern terminus is required for the environmental documents. The City is working with the State and has petitioned for the OCR to



TELEPHONE CALL RECORD

- approve an at-grade pedestrian crossing at Wagon Trail Road. This has become the critical path and without a connection, environmental documents cannot proceed.
7. The City has completed the design at a 60% plan level. The geometrics are completed and the intercepts, design issues and exceptions are done. The City is waiting upon the completion of the environmental documents and Design Study Report (DSR) to begin the acquisition of property. The State Facilities Development Manual dictates the process in which the projects will proceed. The City stated that they are ready to move forward to acquire property once the environmental documents are approved.
 8. The City stated that a conceptual review was performed for a potential high level, conceptual grade separation at the railroad's old bridge/culvert located just west of Wagon Trail Road, very briefly. If such an alternate was feasible, it would be a very attractive option to the City. The City performed basic analysis of the existing culvert's invert and noted it was approximately 7-feet from existing Top of Rail to Invert, which would leave a 5-foot opening for a grade separation at its current state. No other work was performed for this option.
 9. No other alternates to the Wagon Trail Road connection were reviewed; the Trail was once considered to go north of the existing tracks but was not pursued further due to wetlands, the pond, and houses.
 10. Patrick performed a fair amount of research to look at the City's Master Plan for Trails and Bike Paths, with one source being the City's GIS database. Patrick inquired about the "planned conceptual" alignments shown on the website. Some of the alignments were considered recent to the City's representative. The alignments shown on the GIS database are usually taken from the Metropolitan Planning Organization (MPO) and are a very high level mapping of possible future locations for bike paths/trails for the greater metropolitan area. The City has not completed any study or endorsed any locations of these alignments. The alignments are considered an envisioning of where potential trails/paths could go at a bird's eye level. The bike path noted to go along Underdahl Road is outside of the City's limits.

Submitted by: Karie Koehneke, P.E.

Title: Project Engineer

Date Prepared: 04/13/2016; REV 04/14/2016

Ref: Q:\WSOR\21677_010_WagonRdPedXing\02_Corres\2.3_Agencies\Madison_Cityof\LOG_160414_MadisonCallRecord_PEL_R1.doc



TELEPHONE CALL RECORD

Client Name: Wisconsin Southern Railroad Co. (WSOR)
Project Name: Study for Proposed Bike/Pedestrian Crossing
at Wagon Trail Road
Project Number: 21677.010

Telephone Record

Date: 04/12/2016

Time: 10:39 AM CDT

Attendees: Karie Koehneke

Contact: Gary Zimmerman

Representing: Terra Engineering and Construction

Title: Vice President

Phone No.: (608) 221-3501

Subject: Madison City Path Trail – Impacts to Terra Engineering and Construction

The following notes reflect our understanding of the discussions during the telephone conversation. If you have any questions or comments, please contact us. We will consider the record to be accurate unless written notice is received within 7 days of the date issued.

The impacts of the City Path Trail as it relates to Terra Engineering and Construction (Terra) were discussed.

1. Patrick's role is to obtain a background and schedule for the City Path Trail project for purposes of analyzing the City's proposed pedestrian grade crossing at Wagon Trail Road for an OCR hearing.
2. Terra has been located at its present address for over 40 years.
3. The City of Madison is proposing to route the City Path Trail Segment 4 through the north side of Terra's property, impacting the land Terra owns.
4. The property impacts for this project will be more than easements on Terra's property. The City/State will need to acquire an additional 20-feet of land along the railroad right-of-way for the trail project. Terra will incur a hardship with the property being acquired because the 20-foot take on the north side of the property will impact the existing 30-foot gated entrance. If Terra no longer has the 20-foot wide strip, the gated area on the north will become a very narrow corridor forcing Terra to find another way to route trucks/equipment/trailers in their property. Terra also has staging areas along the north side of the property which will become too small an area to stage the materials currently stored there. The staging areas will also likely have to be relocated. Terra will find the new layout of the north side of their property very difficult to utilize for their business.
5. Additionally, if Terra ever wanted to expand, there would be no room for expansion.
6. Terra is opposed to the trail being located on the south side of the WSOR tracks as it impacts their existing property and business operations. Terra is opposing the property acquisition. Therefore, if the Trail design remains on the south side of the tracks, the City/State will need to obtain the property through Eminent Domain.
7. Recently (December 2015/January 2016), Terra met with Anthony Fernandez of the City of Madison to discuss the project plans and project timeline. Terra asked if the Trail could go on the north side of the tracks but did not obtain a very detailed response for why it could not be routed north of the tracks.



TELEPHONE CALL RECORD

8. In February 2016, Terra gave access/permission to the City to take borings on their property for site investigation as part of their civic duty. A representative from Terra was on site and present to monitor the boring investigation.
9. Terra's knowledge of the timeline projected for the Trail is 2017. Public hearings are planned to be scheduled this year (2016). Terra understands that the project timeline is currently at the public outreach stage.
10. Additionally, Terra is concerned about the exposure of the Trail being located along their property with regards to vandalism. About five (5) years ago, vandals caused around \$80,000 of damage in 2 weeks. Terra had to get the police involved and ended up fencing the entire property to avoid future issues. Terra has also invested in a camera security system.

Submitted by: Karie Koehneke, P.E.

Title: Project Engineer

Date Prepared: 04/13/2016

Ref: Q:\WSOR\21677_010_WagonRdPedXing\02_Corres\2.3_Agencies\LOG_160412_TerraCallRecord_PEL.doc



TELEPHONE CALL RECORD

Client Name: Wisconsin Southern Railroad Co. (WSOR)
Project Name: Study for Proposed Bike/Pedestrian Crossing
at Wagon Trail Road
Project Number: 21677.010
Telephone Record

Date: 04/07/2016

Time: 2:10 PM CDT

Attendees: Karie Koehneke

Contact: Chris James, Dane County Parks

Representing: Dane County Parks

Title: Senior Landscape Architect

Phone No.: (608)224-3763

Subject: Glacial Drumlin Trail Details and Project Schedule

The following notes reflect our understanding of the discussions during the telephone conversation. If you have any questions or comments, please contact us. We will consider the record to be accurate unless written notice is received within 7 days of the date issued.

The Glacial Drumlin Path project was discussed as it relates to the Madison City Path project.

1. Currently, the Glacial Drumlin Trail ends at County Road N in Cottage Grove, which is on the order of 4-5 miles east of where the City Path termination is planned.
2. At this time Dane County Parks does not anticipate that any new railroad crossings will be needed; the project is envisioned to use the existing Underdahl Road crossing and Vilas Hope Road crossing to cross the tracks. The exact number and location of railroad crossings will not be known until the Environmental Process, Final Design and PS&E have been completed.
3. The DNR has purchased land they feel will be required to complete the path. Additional lands may be deemed necessary to construct the trail, pending recommendations of the Environmental Process, Final Design and PS&E.
4. The City of Madison is planning to construct the City Path Segment 4-6 through the overpass just east of I-39/90. The City is using TAP funding for this project.
5. The current status of the Glacial Drumlin Trail extension is at concept completion, with the RFP being prepared for preparation of PS&E to be released in 1-2 months, and Notice to Proceed issued to the selected Consultant by August of 2016.. The RFP will be issued by Dane County Parks Division.
6. No final engineering work has been completed for the Glacial Drumlin Trail extension project at this time. Realistically, the design will take 1-1½ years to complete.
7. No construction funding has been pursued for this project or been made available for this project yet. Dane County Parks are assuming that the funding will be a combination of county and state funds; at this time the use of federal funding is not anticipated, but may be pursued if sufficient County and/or State funds are not available.
8. Assuming that funding is present, construction is anticipated to begin Fall of 2018, and must be completed by July 1, 2021 to avoid having to repay Federal design funds spent back to FHWA.

Submitted by: Karie Koehneke, P.E.

Title: Project Engineer

Date Prepared: 04/07/2016, REV 04/11/2016

Ref: Q:\WSOR\21677_010_WagonRdPedXing\02_Corres\2.3_Agencies\DaneCounty\LOG_160411_DaneCountyPhoneLog_PEL_REV1.docx



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

Appendix 2

Field Review Data

*Wisconsin Southern Railroad
Capital City Path at Wagon Trail
City of Madison, Dane County, Wisconsin*



*Figure 1 – At Wagon Trail
Looking South; North of Tracks*



*Figure 2 – At Wagon Trail
Looking East; North of Tracks*



*Figure 3 – At Wagon Trail
Looking West; South of Tracks*

**Wisconsin Southern Railroad
Capital City Path at Wagon Trail
City of Madison, Dane County, Wisconsin**



**Figure 4 – At Culvert #1220 (Previously Bridge #1220)
Looking West; East of Old Bridge Structure**



**Figure 5 – At Culvert #1220 (Previously Bridge #1220)
Looking South; North of Tracks**



**Figure 6 – At Culvert #1220
Looking West; North of Tracks**



**Figure 7 – At Culvert #1220
Looking West; North of Tracks**

**Wisconsin Southern Railroad
Capital City Path at Wagon Trail
City of Madison, Dane County, Wisconsin**



**Figure 8 – Culvert #1220
Looking East; North of Tracks**



**Figure 9 – Culvert #1220
Looking West; South of Tracks**



**Figure 14 – At Culvert #1220
Looking South; South of Tracks**



**Figure 15 – At Culvert #1220
Looking South; North of Tracks**

**Wisconsin Southern Railroad
Capital City Path at Wagon Trail
City of Madison, Dane County, Wisconsin**



**Figure 16 – Underdahl Road
Looking South; North of Tracks**



**Figure 17 – Underdahl Road
Looking East; North of Tracks**



**Figure 18 – Underdahl Road
Looking West; North of Tracks**



**Figure 19 – Underdahl Road
Looking East; South of Tracks**

Wisconsin Southern Railroad
Capital City Path at Wagon Trail
City of Madison, Dane County, Wisconsin



Figure 20 – Underdahl Road
Looking East; South of Tracks



Figure 21 – Underdahl Road
Looking West; South of Tracks



Figure 22 – Underdahl Road
Looking North; South of Tracks



Figure 23 – Vondron Road
Looking North; South of Crossing

*Wisconsin Southern Railroad
Capital City Path at Wagon Trail
City of Madison, Dane County, Wisconsin*



*Figure 24 – Vondron Road
Looking South; North of Crossing*



*Figure 25 – Vondron Road
Looking South; North of Crossing*



*Figure 26 – Vondron Road
Looking East; North of Crossing*



*Figure 27 – Vondron Road
Looking West; North of Crossing*

*Wisconsin Southern Railroad
Capital City Path at Wagon Trail
City of Madison, Dane County, Wisconsin*



*Figure 28 – Vondron Road
Looking East; South of Crossing*

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 02 / 23 / 2016	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 177337U
---	--	---	--

Part I: Location and Classification Information

1. Primary Operating Railroad Wisconsin & Southern Railroad, L.L.C. [WSOR]		2. State WISCONSIN		3. County DANE	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near MADISON		5. Street/Road Name & Block Number I-90/I-39 (Street/Road Name) * (Block Number)		6. Highway Type & No. 90- IH	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None SOUTHERN		10. Railroad Subdivision or District <input type="checkbox"/> None COTTAGE GROVE		11. Branch or Line Name <input type="checkbox"/> None COTTAGE GROVE	
12. RR Milepost 0075.89 (prefix) (nnnn.nnn) (suffix)		13. Line Segment * 8290			
14. Nearest RR Timetable Station * COTTAGE GROVE		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A WSOR	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	19. Crossing Position <input type="checkbox"/> At Grade <input checked="" type="checkbox"/> RR Under <input type="checkbox"/> RR Over	20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other	22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0
23. Type of Land Use <input type="checkbox"/> Open Space <input checked="" type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 43.0661140		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -89.2777890	
29. Lat/Long Source <input type="checkbox"/> Actual <input checked="" type="checkbox"/> Estimated					
30.A. Railroad Use *			31.A. State Use * NATIONAL TRUCK ROUTE		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 866-386-9321		34. Railroad Contact (Telephone No.) 414-750-6427		35. State Contact (Telephone No.) 608-266-1168	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 0	1.B. Total Night Thru Trains (6 PM to 6 AM) 0	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day How many trains per week? <input type="checkbox"/>
2. Year of Train Count Data (YYYY) 2016		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 02/23/2016		PAGE 2		D. Crossing Inventory Number (7 char.) 177337U																									
Part III: Highway or Pathway Traffic Control Device Information																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="width: 15%;">1. Are there Signs or Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</td> <td colspan="4" style="width: 85%;">2. Types of Passive Traffic Control Devices associated with the Crossing</td> </tr> <tr> <td style="width: 20%;">2.A. Crossbuck Assemblies (count) 0</td> <td style="width: 20%;">2.B. STOP Signs (R1-1) (count) 0</td> <td style="width: 20%;">2.C. YIELD Signs (R1-2) (count)</td> <td colspan="3">2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None</td> </tr> <tr> <td></td> <td></td> <td></td> <td><input type="checkbox"/> W10-1</td> <td><input type="checkbox"/> W10-3</td> <td><input type="checkbox"/> W10-11</td> </tr> <tr> <td></td> <td></td> <td></td> <td><input type="checkbox"/> W10-2</td> <td><input type="checkbox"/> W10-4</td> <td><input type="checkbox"/> W10-12</td> </tr> </table>						1. Are there Signs or Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing				2.A. Crossbuck Assemblies (count) 0	2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None						<input type="checkbox"/> W10-1	<input type="checkbox"/> W10-3	<input type="checkbox"/> W10-11				<input type="checkbox"/> W10-2	<input type="checkbox"/> W10-4	<input type="checkbox"/> W10-12
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing																											
2.A. Crossbuck Assemblies (count) 0	2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None																										
			<input type="checkbox"/> W10-1	<input type="checkbox"/> W10-3	<input type="checkbox"/> W10-11																								
			<input type="checkbox"/> W10-2	<input type="checkbox"/> W10-4	<input type="checkbox"/> W10-12																								
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None																									
				2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																									
				2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																									
2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____			2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.L. LED Enhanced Signs (List types)																								
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)																													
3.A. Gate Arms (count) Roadway 0 Pedestrian _____		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED																									
				3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included																									
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes <input type="checkbox"/> No Installed on (MM/YYYY) ____/____/____		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																									
				3.I. Bells (count) 0																									
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____																									
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance																									
				5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____																									
				6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None																									
Part IV: Physical Characteristics																													
1. Traffic Lanes Crossing Railroad Number of Lanes _____ <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																									
				4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No																									
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____																													
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																								
Part V: Public Highway Information																													
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input checked="" type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																									
				4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory																									
				5. Linear Referencing System (LRS Route ID) *																									
				6. LRS Milepost *																									
7. Annual Average Daily Traffic (AADT) Year 1977 AADT _____		8. Estimated Percent Trucks 00 _____ %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____																									
				10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No																									
Submission Information - This information is used for administrative purposes and is not available on the public website.																													
Submitted by _____ Organization _____ Phone _____ Date _____																													
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.																													

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 01 / 19 / 2016		B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other		C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction				D. DOT Crossing Inventory Number 177338B		
Part I: Location and Classification Information										
1. Primary Operating Railroad Wisconsin & Southern Railroad, L.L.C. [WSOR]				2. State WISCONSIN		3. County DANE				
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near MADISON			5. Street/Road Name & Block Number UNDERDAHL RD (Street/Road Name) * (Block Number)			6. Highway Type & No. Ir				
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR					8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR					
9. Railroad Division or Region <input type="checkbox"/> None SOUTHERN		10. Railroad Subdivision or District <input type="checkbox"/> None COTTAGE GROVE		11. Branch or Line Name <input type="checkbox"/> None COTTAGE GROVE		12. RR Milepost 0074.95 (prefix) (nnnn.nnn) (suffix)				
13. Line Segment * 8290		14. Nearest RR Timetable Station * COTTAGE GROVE		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A WSOR				
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No		21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Transit <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Commuter <input type="checkbox"/> Tourist/Other		
22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0										
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard										
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number				25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established						
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 43.0683000			28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -89.2664000			29. Lat/Long Source <input type="checkbox"/> Actual <input checked="" type="checkbox"/> Estimated		
30.A. Railroad Use *					31.A. State Use *					
30.B. Railroad Use *					31.B. State Use *					
30.C. Railroad Use *					31.C. State Use *					
30.D. Railroad Use *					31.D. State Use *					
32.A. Narrative (Railroad Use) *					32.B. Narrative (State Use) *					
33. Emergency Notification Telephone No. (posted) 866-386-9321				34. Railroad Contact (Telephone No.) 866-386-9321			35. State Contact (Telephone No.) 608-266-1168			
Part II: Railroad Information										
1. Estimated Number of Daily Train Movements										
1.A. Total Day Thru Trains (6 AM to 6 PM) 0		1.B. Total Night Thru Trains (6 PM to 6 AM) 0		1.C. Total Switching Trains 2		1.D. Total Transit Trains 0		1.E. Check if Less Than One Movement Per Day How many trains per week? <input type="checkbox"/>		
2. Year of Train Count Data (YYYY) 2016			3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10							
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0										
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None										
6. Is Track Signaled? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No			7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No			

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 01/19/2016		PAGE 2		D. Crossing Inventory Number (7 char.) 177338B	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
2. Types of Passive Traffic Control Devices associated with the Crossing					
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0		2.C. YIELD Signs (R1-2) (count) 2	
2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None					
<input checked="" type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12					
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	
				2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.L. LED Enhanced Signs (List types)	
Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____					
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	
				3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3.I. Bells (count) 0		3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None		3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	
				5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	
				6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 1		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic				4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____					
<input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
				4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory	
				5. Linear Referencing System (LRS Route ID) *	
				6. LRS Milepost *	
7. Annual Average Daily Traffic (AADT) Year 1990 AADT 000010		8. Estimated Percent Trucks 04 %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____	
				10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No	
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 01 / 19 / 2016		B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other		C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction				D. DOT Crossing Inventory Number 177335F	
Part I: Location and Classification Information									
1. Primary Operating Railroad Wisconsin & Southern Railroad, L.L.C. [WSOR]				2. State WISCONSIN		3. County DANE			
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near MADISON			5. Street/Road Name & Block Number VONDRON RD (Street/Road Name) * (Block Number)			6. Highway Type & No. Is			
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR					8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR				
9. Railroad Division or Region <input type="checkbox"/> None SOUTHERN		10. Railroad Subdivision or District <input type="checkbox"/> None COTTAGE GROVE		11. Branch or Line Name <input type="checkbox"/> None COTTAGE GROVE		12. RR Milepost 0076.22 (prefix) (nnnn.nnn) (suffix)			
13. Line Segment * 8290		14. Nearest RR Timetable Station * MADISON		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A WSOR			
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No		21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Transit <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Commuter <input type="checkbox"/> Tourist/Other	
22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0									
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard									
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number					25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established				
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 43.0667000			28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -89.2914000			29. Lat/Long Source <input type="checkbox"/> Actual <input checked="" type="checkbox"/> Estimated	
30.A. Railroad Use *					31.A. State Use *				
30.B. Railroad Use *					31.B. State Use *				
30.C. Railroad Use *					31.C. State Use *				
30.D. Railroad Use *					31.D. State Use *				
32.A. Narrative (Railroad Use) *					32.B. Narrative (State Use) *				
33. Emergency Notification Telephone No. (posted) 866-386-9321				34. Railroad Contact (Telephone No.) 866-386-9321			35. State Contact (Telephone No.) 608-266-1168		
Part II: Railroad Information									
1. Estimated Number of Daily Train Movements									
1.A. Total Day Thru Trains (6 AM to 6 PM) 0		1.B. Total Night Thru Trains (6 PM to 6 AM) 0		1.C. Total Switching Trains 2		1.D. Total Transit Trains 0		1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____	
2. Year of Train Count Data (YYYY) 2016			3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10						
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0									
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input checked="" type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None									
6. Is Track Signaled? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No			7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No	

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 01/19/2016		PAGE 2		D. Crossing Inventory Number (7 char.) 177335F	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
2. Types of Passive Traffic Control Devices associated with the Crossing					
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0		2.C. YIELD Signs (R1-2) (count)	
2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None					
<input checked="" type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12					
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	
2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.L. LED Enhanced Signs (List types)	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 2 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	
3.D. Mast Mounted Flashing Lights (count of masts) 2 <input checked="" type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included		3.E. Total Count of Flashing Light Pairs 2			
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3.I. Bells (count) 1		3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None			
3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____		4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No			
4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance		5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	
6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None					
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No					
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input checked="" type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input checked="" type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input checked="" type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Highway Speed Limit ____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory		5. Linear Referencing System (LRS Route ID) *			
6. LRS Milepost *		7. Annual Average Daily Traffic (AADT) Year 2004 AADT 005000			
8. Estimated Percent Trucks 04 %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No	
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 02 / 09 / 2016	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 177336M
---	--	---	--

Part I: Location and Classification Information

1. Primary Operating Railroad Wisconsin & Southern Railroad, L.L.C. [WSOR]		2. State WISCONSIN		3. County DANE	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near MADISON		5. Street/Road Name & Block Number PRIVATE ROAD <small>(Street/Road Name) * (Block Number)</small>		6. Highway Type & No. FM	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None SOUTHERN		10. Railroad Subdivision or District <input type="checkbox"/> None COTTAGE GROVE		11. Branch or Line Name <input type="checkbox"/> None COTTAGE GROVE	
12. RR Milepost 0075.71 <small>(prefix) (nnnn.nnn) (suffix)</small>		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A WSOR			
13. Line Segment * 8290		14. Nearest RR Timetable Station * COTTAGE GROVE		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A	
17. Crossing Type <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private		18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	
20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
23. Type of Land Use <input type="checkbox"/> Open Space <input checked="" type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 43.0654260		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -89.2817230	
29. Lat/Long Source <input type="checkbox"/> Actual <input checked="" type="checkbox"/> Estimated					
30.A. Railroad Use *			31.A. State Use *		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 866-386-9321		34. Railroad Contact (Telephone No.) 866-386-9321		35. State Contact (Telephone No.) 608-266-1168	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 0	1.B. Total Night Thru Trains (6 PM to 6 AM) 0	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day How many trains per week? <input type="checkbox"/>
2. Year of Train Count Data (YYYY) 2016		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 02/09/2016		PAGE 2		D. Crossing Inventory Number (7 char.) 177336M	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
2. Types of Passive Traffic Control Devices associated with the Crossing					
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0		2.C. YIELD Signs (R1-2) (count) 0	
2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12					
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	
2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		2.L. LED Enhanced Signs (List types)	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) <input type="checkbox"/> 3 Quad Resistance <input type="checkbox"/> 4 Quad <input type="checkbox"/> Median Gates		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	
3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included		3.E. Total Count of Flashing Light Pairs 0			
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes <input type="checkbox"/> No Installed on (MM/YYYY) ____/____/____		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3.I. Bells (count) 0		3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None			
3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____		4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No			
4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance		5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	
6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None					
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 1 <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input checked="" type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input checked="" type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Highway Speed Limit ____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory		5. Linear Referencing System (LRS Route ID) *			
6. LRS Milepost *		7. Annual Average Daily Traffic (AADT) Year 1970 AADT _____			
8. Estimated Percent Trucks 00 %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No	
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					



Proposed Pedestrian Crossing Study at Wagon Trail Road Madison, Wisconsin

Appendix 3

Agreements

Wagon TRAIL
Done

11-22-02

CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE0710143
COPY

TO: Ray Fisher, City Clerk

FROM: Heidi J. Fischer, Real Estate Agent

DATE: June 27, 1996

SUBJECT: Easement - Utility
Prairie Schooner Meadows
Project No. 2614

Transmitted for your file is the original recorded Lis Pendens from the City of Madison to the Union Pacific Railroad Company

The Lis Pendens is dated March 18, 1996, and was recorded on April 1, 1996, in Volume 32432 of Records, Page 35, as Document No. 2749510 in the Dane County Register of Deeds.

Also transmitted for your file is the original recorded Award of Compensation by the City of Madison to the Union Pacific Railroad Company.

The Award is dated April 17, 1996, and was recorded on April 18, 1996, in Volume 32619 of Records, Page 32, as Document No. 2754758 with the Dane County Register of Deeds.

Resolution No. 47,944, ID No. 9,301, adopted June 18, 1991, authorized the above.

Attachment

c: City Assessor's Office (w/attachment)
City Engineering Division, Attn.: Eric Pederson (w/attachment)
Risk Management, Attn.: Kevin Houlihan
Union Pacific Railroad Company, Attn.: John Lynch (w/attachment)

LIS PENDENS

To: Union Pacific Railroad Company,
a Utah corporation
Contracts and Real Estate, Room 1100
1416 Dodge Street
Omaha, Nebraska 68179

NOTICE IS HEREBY GIVEN in accordance with
subsections 32.05(4) and 840.10(2), Wisconsin
Statutes, by the City of Madison, Wisconsin:

1. That, as indicated by the Jurisdictional Offer
which is annexed to this Lis Pendens and
incorporated herein, the City of Madison is
proceeding to acquire the within-described rights
in real estate by eminent domain in accordance
with Section 32.05, Wisconsin Statutes, for the purpose of acquiring the necessary public and
private utility easements (including water and sewer) within the southerly extension of the public
street right-of-way known as Wagon Trail.
2. That the above named corporation has an interest of record in the within-described real estate
which is the subject of this condemnation.
3. That the following described property is the subject of the condemnation and of this Lis Pendens:

A parcel in the Union Pacific Railroad Company's railroad right-of-way which is the
Southeasterly extension of the sixty-six (66) foot wide right-of-way of Wagon Trail,
a public street located in the S 1/2 of the SW 1/4, Section 14, T7N, R10E, City of
Madison, Dane County, Wisconsin, said parcel being more particularly described as
follows:

Commencing at the West Quarter (W 1/4) corner of Section 14, T7N, R10E, thence
S00°41'00"E, 620.37 feet; thence S54°30'20"E, 1,597.58 feet to the point of
intersection of the Northeasterly right-of-way line of Wagon Trail with the
Northwesterly right-of-way line of the Union Pacific Railroad Company's (formerly
C&NW) railroad right-of-way, said point being the **Point of Beginning**; thence
S14°16'53"E, 100 feet along the Southeasterly prolongation of the Northeasterly right-
of-way line of Wagon Trail to the Southeasterly right-of-way line of said Union Pacific
Railroad; thence S75°43'07"W, 66 feet along said Southeasterly railroad right-of-way
line; thence N14°16'53"W, 100 feet along the Southeasterly prolongation of the
Southwesterly right-of-way line of Wagon Trail to the Northwesterly right-of-way line
of said Union Pacific Railroad; thence N75°43'07"E, 66 feet along said Northwesterly
railroad right-of-way line to the **Point of Beginning**.

Area = 6,600 sq. ft

DANE COUNTY
REGISTER OF DEEDS

Doc No 2749510

1996-04-01 04:44 PM
Trans. Fee 0.00
Rec. Fee 18.00
Pages 5

V32432P 35

THIS SPACE RESERVED FOR RECORDING DATA

RETURN TO: CEDU - Real Estate
P.O. Box 2983
Madison, WI 53701-2983

Tax Parcel Number: 60-0710-143-0096-8

5/4

Dated this 1st day of April, 1996.

CITY OF MADISON

V32432P 36

By: Warren J. Kenney
Warren J. Kenney, Director
Community and Economic Development Unit

State of Wisconsin)
)ss.
County of Dane)

Personally came before me this 1st day of April, 1996, the above name Warren J. Kenney, Director, Community and Economic Development Unit of the City of Madison, and acting in said capacity and known by me to be the person who executed the foregoing instrument and acknowledged the same.

Jeffrey J. Ekola
Jeffrey J. Ekola
Notary Public, State of Wisconsin
My Commission: expires September 12, 1999

Pursuant to City of Madison Common Council Resolution Number 47,944, ID Number 9,301, adopted June 18, 1991.

Drafted by the City of Madison Real Estate Section

Project No. 2614

JURISDICTIONAL OFFER

To: Union Pacific Railroad Company, a Utah corporation
Contracts and Real Estate, Room 1100
1416 Dodge Street
Omaha, Nebraska 68179

V32432P 37

PLEASE TAKE NOTICE that this document is the Jurisdictional Offer of the City of Madison in accordance with subsection 32.05(3), Wisconsin Statutes, as follows:

1. On June 18, 1991, the Common Council of the City of Madison adopted a Relocation Order thereby approving the acquisition of the necessary land interests for necessary public and private utility easements, including water and sewer in the SW 1/4 of Section 14, T7N, R10E.

The City of Madison in good faith intends to use the property sought to be condemned as described in Paragraph 2 below, for such public purposes.

2. The City of Madison intends to acquire a permanent easement interest in the following described real estate:

A parcel in the Union Pacific Railroad Company's railroad right-of-way which is the Southeasterly extension of the sixty-six (66) foot wide right-of-way of Wagon Trail, a public street located in the S 1/2 of the SW 1/4, Section 14, T7N, R10E, City of Madison, Dane County, Wisconsin, said parcel being more particularly described as follows:

Commencing at the West Quarter (W 1/4) corner of Section 14, T7N, R10E, thence S00°41'00"E, 620.37 feet; thence S54°30'20"E, 1,597.58 feet to the point of intersection of the Northeasterly right-of-way line of Wagon Trail with the Northwesterly right-of-way line of the Union Pacific Railroad Company's (formerly C&NW) railroad right-of-way, said point being the **Point of Beginning**; thence S14°16'53"E, 100 feet along the Southeasterly prolongation of the Northeasterly right-of-way line of Wagon Trail to the Southeasterly right-of-way line of said Union Pacific Railroad; thence S75°43'07"W, 66 feet along said Southeasterly railroad right-of-way line; thence N14°16'53"W, 100 feet along the Southeasterly prolongation of the Southwesterly right-of-way line of Wagon Trail to the Northwesterly right-of-way line of said Union Pacific Railroad; thence N75°43'07"E, 66 feet along said Northwesterly railroad right-of-way line to the **Point of Beginning**.

Area = 6,600 sq. ft

3. The proposed date of occupancy by the City of Madison is April 9, 1996.
4. The City of Madison hereby offers compensation for the real estate described above of Six Hundred Twenty-Five Dollars (\$625.00), allocated as follows:
 - a) Loss of land including site improvements and fixtures actually taken, \$ _____ rounded to _____
 - b) Deprivation or restriction of existing right of access to highway from abutting land. _____

- | | | |
|--|-----------|--------------|
| c) Partial loss of subsurface and air rights. | V 32432 P | 625.00
38 |
| d) Loss of a legal non-conforming use. | | — |
| e) Damages resulting from actual severance of land including damages resulting from severance of improvements or fixtures and proximity damage to improvements remaining on the owner's (s') land. | | — |
| f) Damages to property abutting on a highway right of way due to change of grade where accompanied by a taking of land. | | — |
| g) Damages to the remainder. | | — |
| h) Damages caused by temporary limited highway easement. | | — |
5. Compensation for additional items of damages set forth in section 32.19, Wisconsin Statutes, may be claimed under section 32.20, Wisconsin Statutes, and will be paid if shown to exist.
6. The appraisal of the property on which this Offer is based is available for inspection and copying by persons having an interest in the lands sought to be acquired, from 8:30 a.m. to 4:30 p.m. weekdays, excluding holidays, at:

Office of the Community and Economic Development Unit
City of Madison
Madison Municipal Building
215 Martin Luther King, Jr. Boulevard, Room G-100
P.O. Box 2983
Madison, Wisconsin 53701-2983

7. The owner has twenty (20) days in which to accept or reject this offer. To accept this offer, the owner must execute the acceptance clause on page 3 and mail or deliver said acceptance to:

Community and Economic Development Unit
City of Madison
Madison Municipal Building
215 Martin Luther King, Jr. Boulevard, Room LL-100
P.O. Box 2983
Madison, Wisconsin 53701-2983

Said acceptance must be received no later than 4:30 p.m. on April 8, 1996. If the owner does not accept this offer as specified, this offer shall be deemed to have been rejected.

8. If the owner does not accept this offer as set forth in Paragraph 7 above, they have forty (40) days from March 19, 1996 to commence a court action to contest the right of condemnation as provided in Section 32.05(5), Wisconsin Statutes, provided that the acceptance and retention of any compensation resulting from an award made prior to the commencement of such an action shall be an absolute bar to such action.
9. The owner, in accordance with subsection 32.05(9) and (11), Wis. Stats., will have two (2) years from the date of taking the property by award in which to appeal for greater compensation without prejudice to the right to use the compensation given by the award.

10. If all persons or entities designated as owners herein do not accept this offer within the time specified herein, this offer may be deemed to have rejected by all such persons or entities notwithstanding the acceptance by one or more such persons or entities.

V32432P 39

IN WITNESS WHEREOF, the undersigned hereunto sets hand and seal this 18 day of March, 1996.

CITY OF MADISON

By:

Warren J. Kenney
Warren J. Kenney, Director
Community and Economic Development Unit

State of Wisconsin)
)ss.
County of Dane)

Personally came before me this 18th day of March, 1996, the above named Warren J. Kenney, Director, Community and Economic Development Unit of the City of Madison, and acting in said capacity and known by me to be the person who executed the foregoing instrument and acknowledged the same.

Jeffrey J. Ekola
Jeffrey J. Ekola
Notary Public, State of Wisconsin
My Commission: expires September 12, 1999

Pursuant to City of Madison Common Council Resolution Number 47,944, ID Number 9,301, adopted June 18, 1991.

ACCEPTANCE OF JURISDICTIONAL OFFER

The foregoing Offer is hereby accepted this _____ day of _____, 199__.

REJECTION OF JURISDICTIONAL OFFER

The foregoing Offer is hereby rejected this _____ day of _____, 199__.

COPY

AWARD OF COMPENSATION
by the
City of Madison
Madison, Wisconsin

NOW COMES the City of Madison, Wisconsin, and makes its Award of Compensation in accordance with subsection 32.05(7)(a), Wisconsin Statutes, as follows:

1. This Award of Compensation is made pursuant to a Relocation Order which was adopted by the Common Council of the City of Madison as Resolution Number 47,944, adopted June 18, 1991, and recorded with the County Clerk of Dane County, Wisconsin.
2. The corporation having an interest in the land which is the subject of this Award is as follows:

Union Pacific Railroad Company,
a Utah corporation
Contracts and Real Estate, Room 1100
1416 Dodge Street
Omaha, Nebraska 68179-1100

3. The interests acquired by the City of Madison by this Award are the necessary permanent public and private utility easements (including water and sewer) within the southerly extension of the public street right-of-way known as Wagon Trail as said public street right-of-way extends across the following described railroad right-of-way:

A parcel in the Union Pacific Railroad Company's railroad right-of-way which is the Southeasterly extension of the sixty-six (66) foot wide right-of-way of Wagon Trail, a public street located in the S ½ of the SW ¼, Section 14, T7N, R10E, City of Madison, Dane County, Wisconsin, said parcel being more particularly described as follows:

Commencing at the West Quarter (W ¼) corner of Section 14, T7N, R10E, thence S00°41'00"E, 620.37 feet; thence S54°30'20"E, 1,597.58 feet to the point of intersection of the Northeasterly right-of-way line of Wagon Trail with the Northwesterly right-of-way line of the Union Pacific Railroad Company's (formerly C&NW) railroad right-of-way, said point being the **Point of Beginning**; thence S14°16'53"E, 100 feet along the Southeasterly prolongation of the Northeasterly right-of-way line of Wagon Trail to the Southeasterly right-of-way line of said Union Pacific Railroad; thence S75°43'07"W, 66 feet along said Southeasterly railroad right-of-way line; thence N14°16'53"W, 100 feet along the Southeasterly prolongation of the Southwesterly right-of-way line of Wagon Trail to the Northwesterly right-of-way line of said Union Pacific Railroad; thence N75°43'07"E, 66 feet along said Northwesterly railroad right-of-way line to the **Point of Beginning**.

Area = 6,600 sq. ft. See attached map.

**DANE COUNTY
REGISTER OF DEEDS**

Doc No 2754758

1996-04-18	05:10 PM
Trans. Fee	0.00
Rec. Fee	14.00
Pages	3

V32619P 32

THIS SPACE RESERVED FOR RECORDING DATA

RETURN TO: CEDU - Real Estate
P.O. Box 2983
Madison, WI 53701-2983

Tax Parcel Number: 60-0710-143-0096-8

4. Said property will be occupied by the City of Madison on April 18, 1996.
5. The City of Madison hereby compensates the corporation named in Paragraph 2 above for the acquisition of the necessary permanent public and private utility easements within the above-described property in the sum of Six Hundred Twenty-Five and no/100 Dollars (\$625.00).
6. The City of Madison has complied with all jurisdictional requirements in making this award of compensation.

V32619P 33

Dated this 17th day of April, 1996.

CITY OF MADISON

By: Warren J. Kenney
Warren J. Kenney, Director
Community and Economic Development Unit

State of Wisconsin)
)ss.
County of Dane)

Personally came before me this 17th day of April, 1996, the above name Warren J. Kenney, Director, Community and Economic Development Unit of the City of Madison, and acting in said capacity and known by me to be the person who executed the foregoing instrument and acknowledged the same.

Jeffrey J. Ekola
Jeffrey J. Ekola
Notary Public, State of Wisconsin
My Commission: expires September 12, 1999

Pursuant to City of Madison Common Council Resolution Number 47,944, ID Number 9,301, adopted June 18, 1991.

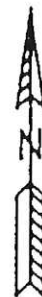
Drafted by the City of Madison Real Estate Section

Project No. 2614

V32619P 34

BRASS CAPPED
CONC. MONUMENT
W 1/4 CORNER
SEC. 14, T7N, R10E

S00°41'00"E 620.37



SCALE : 1" = 50'

PRAIRIE SCHOONER
MEADOWS

7

6

P.O.B.

WAGON
TRAIL

1597.58

N75°43'07"E
66.00

R. R.

C & N W

N14°16'53"W
100.00

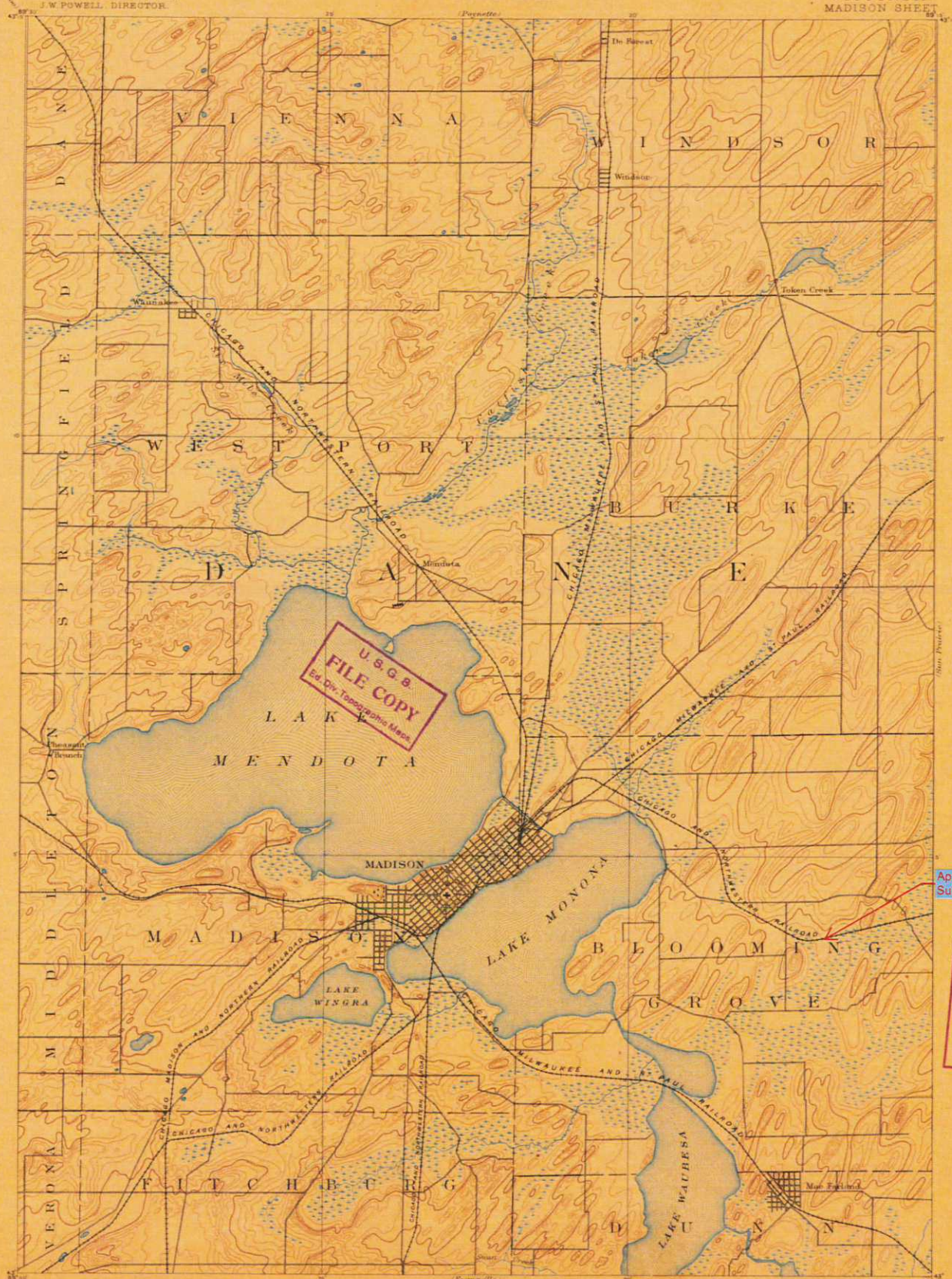
S14°16'53"E
100.00

66.00
S75°43'07"W

U.S. GEOLOGICAL SURVEY
W. POWELL, DIRECTOR

RECONNAISSANCE MAP

WISCONSIN
MADISON SHEET



Henry Gannett, Chief Topographer
J. H. Runkle, Geographer in Charge
Topography by J. H. Runkle and J. M. Smith
Trigonometry by the U. S. Coast and Geodetic Survey
Surveyed in 1887.

Scale
feet
miles

Customs Interval 20 Feet

Edition of April 1892, reprinted Aug. 1903.

U.S.G.S.
FILE COPY
Ed. Div. Topographic Maps

U.S. Geological Survey
SEP 15 1903
Ed. Div. Topographic Maps

Approximate
Subject Location

U.S.G.S.
FILE COPY
Ed. Div. Topographic Maps

904

Madison

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

WISCONSIN
(DAKE COUNTY)
MADISON QUADRANGLE



Approximate
Subject Location

H.M. Wilson, Geographer
Robert Madsen, in charge of section
Topography by Robert Madsen
Control by U.S. Coast and Geodetic Survey,
and Geo. F. Perkins
Surveyed in 1904

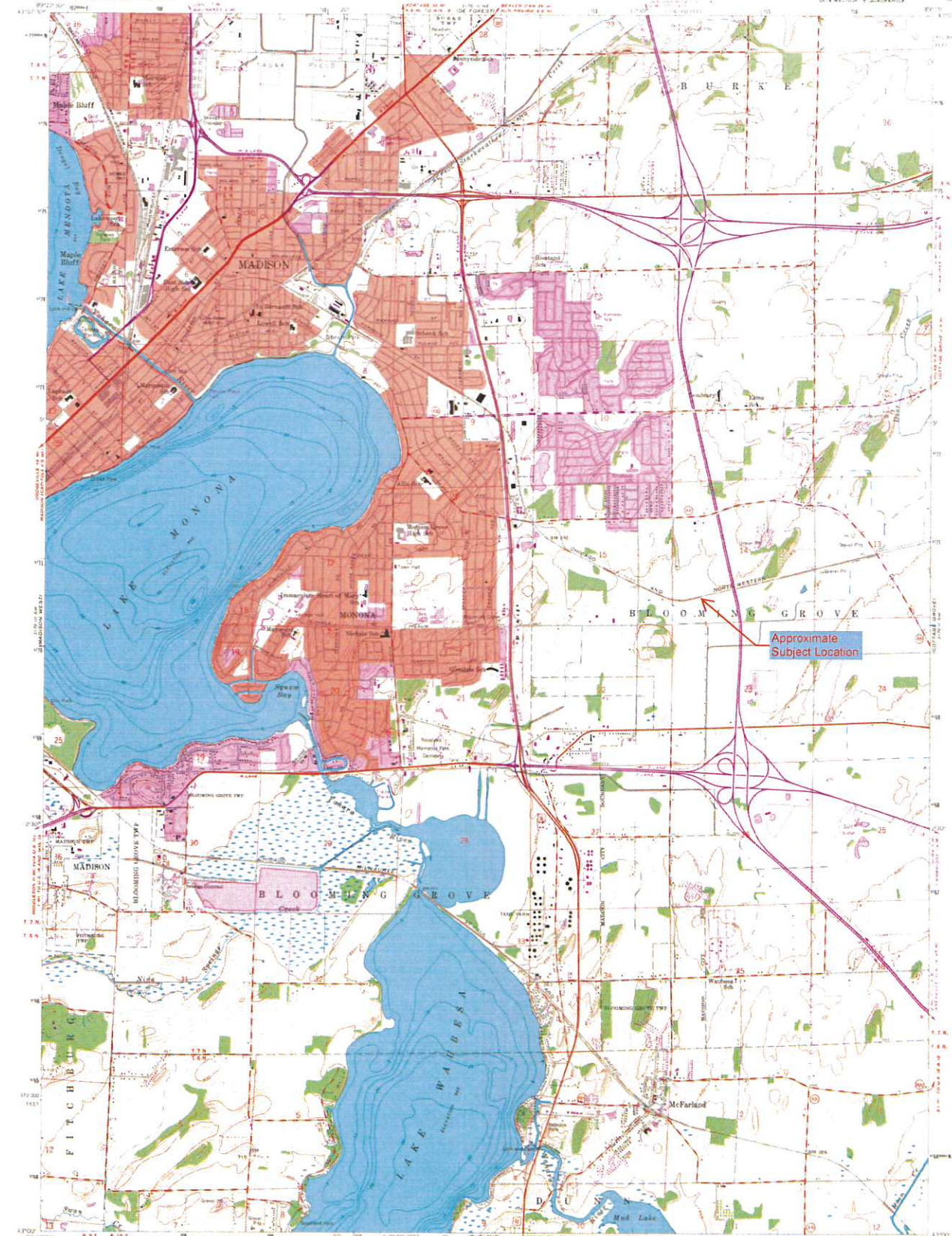
SCALE 1:62,500
CONTOUR INTERVAL 20 FEET
DAKOTA IS MEAN SEA LEVEL

FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D.C.
AND BY THE WISCONSIN GEOLOGICAL AND NATURAL HISTORY SURVEY, MADISON, WISCONSIN
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

MADISON WIS

MADISON WISCONSIN
1904

1904
COPY
1-1



Maped, edited, and published by the Geological Survey

Control by USGS and USGS

Topography from aerial photographs by photogrammetric methods

Aerial photographs taken 1957, field check 1959

Property boundaries, 1927 North American datum

10,000-foot grid based on Wisconsin coordinate system, north zone

1000-meter Universal Transverse Mercator grid ticks

Black ink, where in hand

Red ink indicates areas in which only landmark buildings are shown

Depth curves compiled from charts furnished by Wisconsin Department of Natural Resources

THIS MAP COMPLES WITH NATIONAL MAP ACCURACY STANDARDS

FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D.C. 20002

AND BY THE WISCONSIN GEOLOGICAL AND NATURAL HISTORY SURVEY, MADISON, WISCONSIN 53706

A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



MAR 2 2005



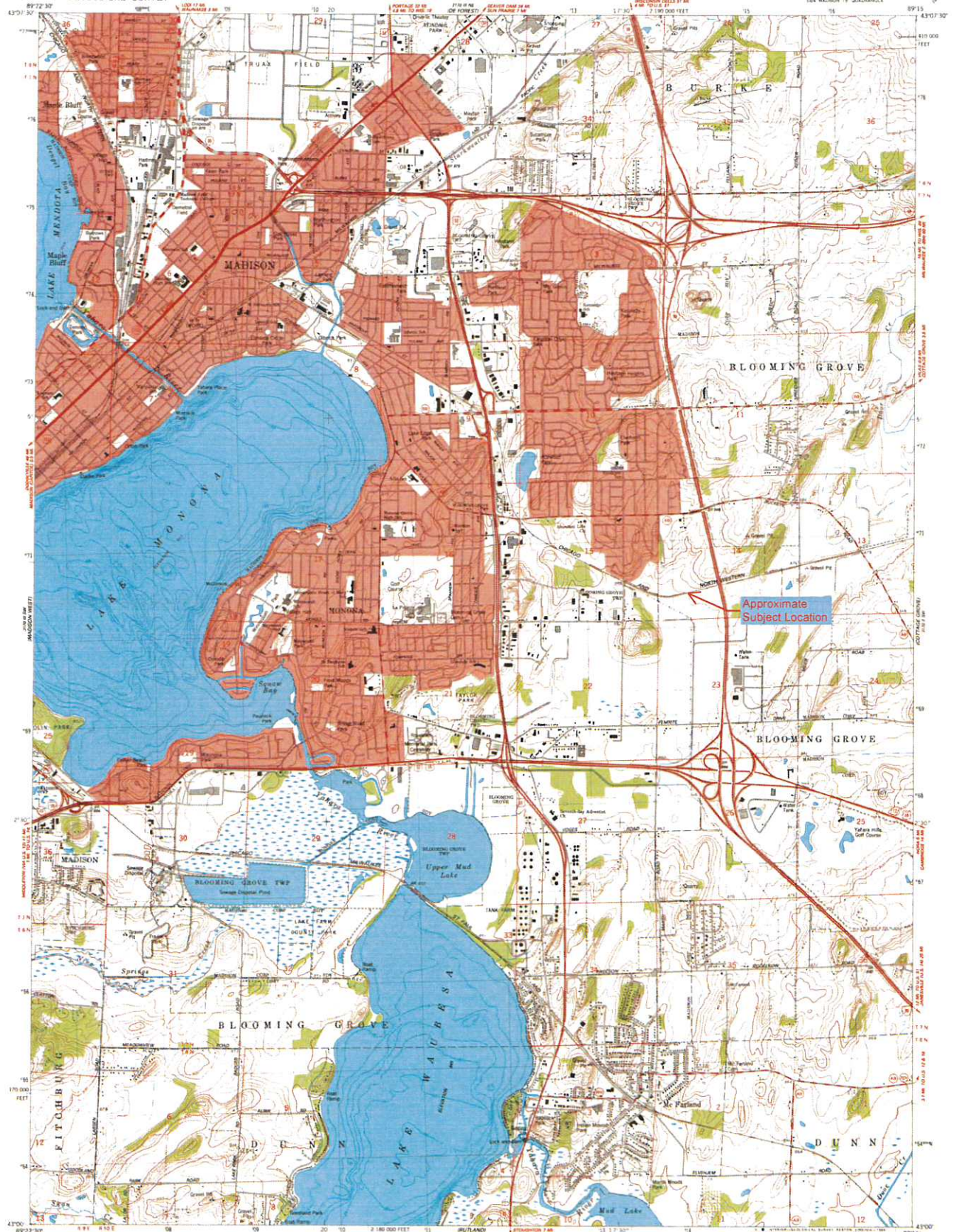
ROAD CLASSIFICATION
Heavy duty
Medium duty
Light duty
Unimproved dirt
U.S. Route
State Route

MADISON EAST, WIS.
15-MINUTE QUADRANGLE
1959

ARTHUR H. ROBINSON MAP LIBRARY
University of Wisconsin-Madison

AMS 576-11 EE, SERIES 1981

1949
copy
1-2



Mapped, edited, and published by the Geological Survey
Control by USGS and NOAA
Topography by photogrammetric methods from aerial photographs
taken 1951. First checked 1959. Revised from aerial photographs
taken 1978 and 1980. Field checked 1983. Map edited 1983.
Polyconic projection. 1927 North American Datum
10,000-foot grid based on Wisconsin coordinate system, south zone
1000-meter Universal Transverse Mercator grid, zone 16
To place on the projected North American Datum 1983,
move the projection lines 2 meters north and
9 meters east as shown by dashed center ticks.
Hydrography compiled from information furnished by
Wisconsin Department of Natural Resources.
Red ink indicates areas in which only benchmark buildings are shown.
Fine red dashed lines indicate selected fence and road lines where
generally visible on aerial photographs. This information is unchecked.

SCALE 1:24,000
CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

ROAD CLASSIFICATION
Primary highway
Hard to face
Secondary highway
Hard to face
Light-duty road, hard to
improved surface
Unimproved road
U.S. Route
State Route

FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND WISCONSIN GEOLOGICAL AND NATURAL HISTORY SURVEY, MADISON, WISCONSIN 53706
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST
FEB 07 1985
A.H. ROBINSON
MAP LIBRARY
MADISON EAST, WIS.
1983
DMA 3-70 10 56-00000 1981

NON-CIRCULATING

1983
COPY
1-2



U.S. DEPARTMENT OF THE INTERIOR
U. S. GEOLOGICAL SURVEY



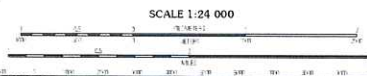
MADISON EAST QUADRANGLE
WISCONSIN
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
North American Datum of 1983 (NAD83), Projection and
3,000-meter grid Universal Transverse Mercator, Zone 16T
18,000-foot grid Wisconsin Coordinate System of 1983
(each zone)

Imagery: NAIP, August 2005
Base: 02006-2010 Topo Atlas
Name: 0205, 2005
Hydrography: National Hydrography Dataset, 2005
Contours: National Elevation Dataset, 1995

UTM (Zone 16T) 2011 MAGNETIC NORTH
DEVIATION 10 DEGREES 00 MINUTES
U.S. National Grid
7N
18°



SCALE 1:24 000

CONTOUR INTERVAL 10 FEET

NORTH AMERICAN VERTICAL DATUM OF 1988

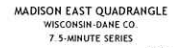
This map was produced in conformance with version 0.5.10 of the
openGIS standards for 7.5-Minute Quadrangle Maps.
A metadata file associated with this product is available at 0.5.11



QUADRANGLE LOCATION		
Madison	De Pue	Town
Madison	Madison	De Pue
Madison	Madison	De Pue
Madison	Madison	De Pue
Madison	Madison	De Pue
Madison	Madison	De Pue

ROAD CLASSIFICATION	
Interstate Route	State Route
US Route	Local Road
Ramp	Old
	US Route

MADISON EAST, WI
2010



CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the
National Geospatial Program US Topo Product Standard, 2011.
A metadata file associated with this product is draft version 0.9.19

MADISON EAST, WI
2015